

26 APRIL 1973 15p

SALZBURG G2 - F5000 SNETTERTON AND BRANDS

AUTOSPORT

Formula Two championship round at Thruxton

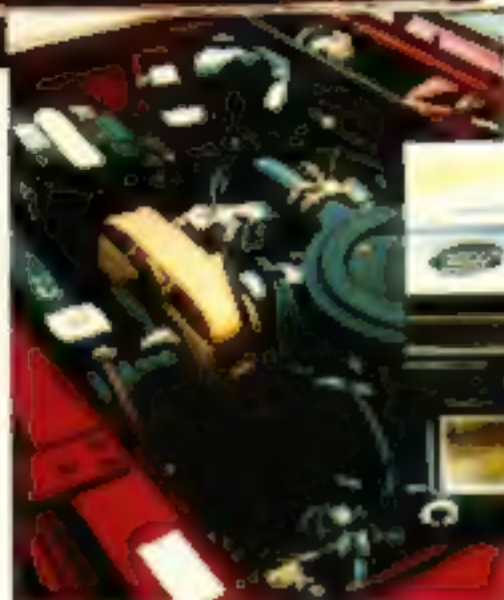


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BRITAIN'S MOTOR SPORTING WEEKLY

April 26, 1973 Volume 51 No 4

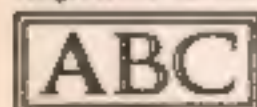
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No apologies for the quality of the picture—it's just Roger Clark lurking out of the dust on the Safari Rally. See page 26.



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AUTOSPORT, APRIL 26, 1973

EDITORIAL

F5000, American-style

Formula 5000, that brash, brutish class for the American stock-block single-seaters, appears to be making its mark. North America's L&M-backed series gets underway at Riverside, California, this weekend, and all and sundry are convinced that (hold your breath) this race should be the first of a series of the most exciting road races ever to grace that continent's circuits. The infusion of a fat handful of redundant Grand Prix drivers seems certain to bring a new level of quality to F5000 competition, and many of the American entries have consequently been increasing their strength. It must seem the L&M Championship has all the necessary trappings for a lavish production of The Formula 5000 Dream Come True.

But in the management rooms of American motor sport there are still some lurking problems, for F5000 has yet to show that it can draw a respectable crowd. Despite the vastly improved racing and entertainment barometers produced by last year's series, the crowds were adamant about staying away. The problem, it seems, lies in the lack of major names. Stars such as Unser, Petty, Stewart, Donohue, Andretti—these are the attractions that draw droves of people to Daytona and Indianapolis and Watkins Glen. In America, more than anywhere else in the world, it is stars that are needed and the circuit promoters are well aware that a name like Hobbs or Lunger or Gethin or Scheckter is meaningless to the average racegoer.

This year, therefore, is a pivotal one for the formula. The competition is there, and, thankfully, so is Donohue. The theory goes that if he can bring in the crowds, then the competition can keep them. Hopefully, it is more than just a theory, for America needs an excitingly competitive road racing series and the L&M fulfills that need. Unfortunately crowd-puller Donohue will not race until at least the fourth round, and American race fans will until then have to rely on the likes of McRae, Gethin, Scheckter, Bell, Redman, Wisell, Hobbs, Lunger, Adamowicz, Barber, Matich, Lader, and others.

The markedly increased prize money—\$535,000 in total and between \$12,000 and \$20,000 for individual winners—is of course the major reason for the similarly increased and improved entry. The daily press, radio and television are all being hunted and wooed by L&M. Ready-made news features, sketches and news film are about to be provided for any outlet that can be made to listen. An additional piece of icing is a series of 30-minute telecasts of each race which will be broadcast in 100 geographical markets the following week.

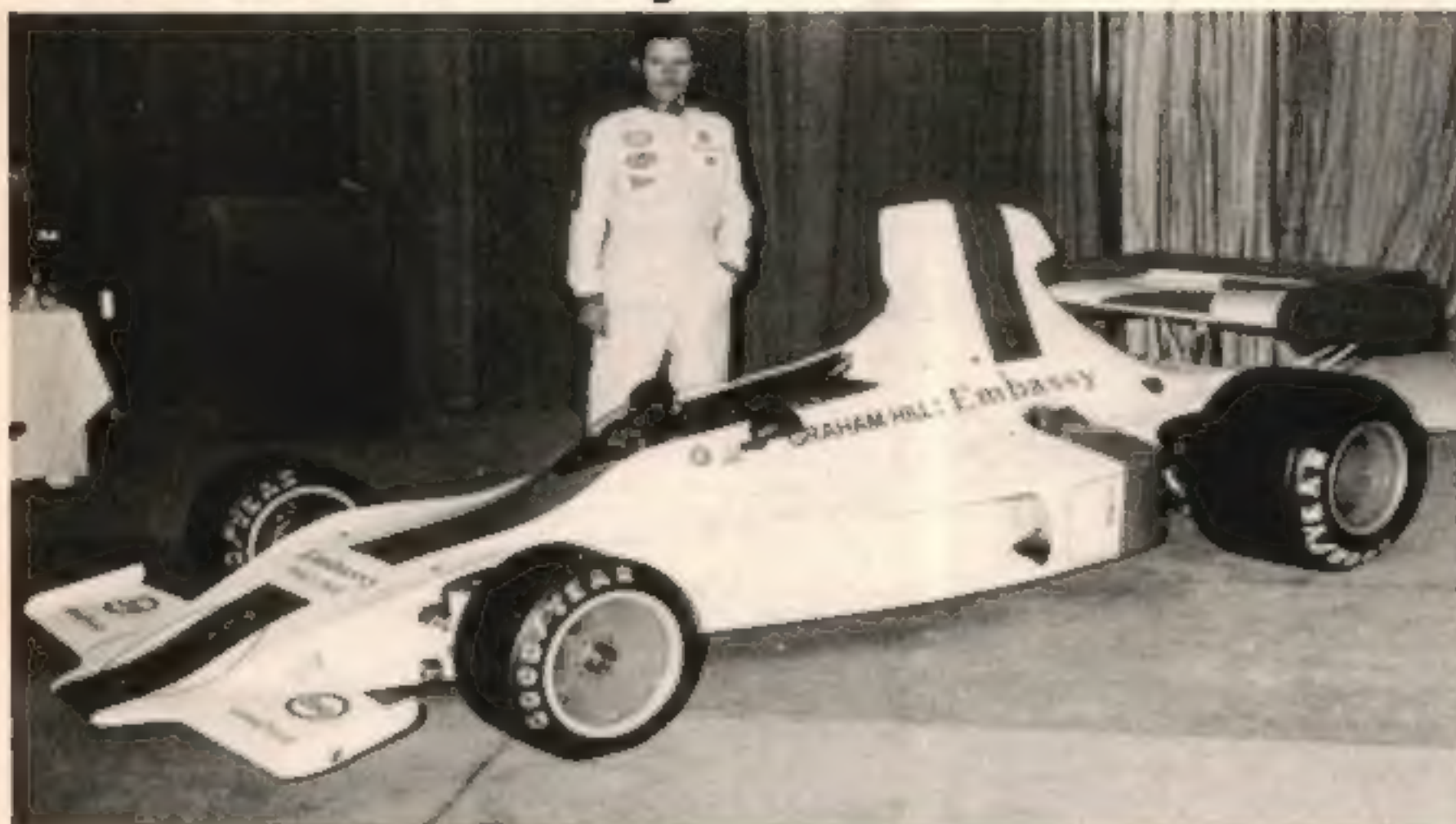
If it is successful this year, the L&M Championship could bring a dramatic improvement to the overall strength of the sport in North America. If, on the other hand, it is unsuccessful—and there is that possibility—there will be a hard-nosed reassessment.

our cover picture

Jean-Pierre Jarier's March-BMW 732, which dominated the first two F2 races of the year, was out of luck at the big Thruxton meeting which was won by Henri Pescarolo (Motul). Full report and pictures starts on page 8.

Photo: Peter Burn

Two car Embassy F1 team in '74



Graham Hill with the Embassy Racing Shadow.

Graham Hill came out with some very interesting comments at the official announcement of the Willie Embassy Racing Team last week. After opening with the crack that as the ambassador for motor racing he thought he ought to have an Embassy at which to base himself he went on to talk in more detail about the plans for the future with Embassy. There will be just one car this year for Graham, who will have a spare car ready to go if the occasion ever arises but next year the Embassy Racing Team will consist of two drivers and four cars. The second driver has not been chosen for the team yet but Hill will be keeping his

eye open for a team mate during the year. When asked if he ever considered doing a Brabham and building his own cars Graham replied that it had certainly entered his mind and was a possibility at some time in the future although he would not commit himself to a year. He added that although the team had actually bought the Shadow which he will use this year they are working very closely with the factory and that they have a very good relationship. Incidentally the monocoque of Hill's Shadow was built at John Thompson's rather than the AVS factory.

Hill said that the idea of run-

ning his own F1 team had not entered his head until December of last year when Henri Tretu of GPI suggested that he do it; this was partly as a political move because of Hill's involvement with GPI who at the time were in conflict with the F1 Association. Hill also added that he got a great deal of enjoyment from running his own F2 team in 1972. He hopes that he will be able to fit some F2 events into his programme this year and he will probably use his Brabham BT38 if he does find time.

Meanwhile the Embassy-Ford F1 car will make its debut at Barcelona this weekend.

chassis left the Bologna factory to go to Barcelona on Tuesday but was rapidly recalled. The engines which were being tested on the brake and were due to be flown to Spain for the race started to develop oil scavenging problems. Tecno have decided to delay the car's debut until the Belgian GP on May 20.

BRIEFLY

● Among the Thruxton spectators on Monday was Australia's Max Stewart. He called in to collect some spares on his way to the United States where he will contest the L&M series with the prototype Lola T330 which Frank Gardner drove at Brands Hatch last October. The car is equipped with a Glenn Abbey-prepared Chevrolet V8.

● Ian Ashley's Kitchiner-built engine in his Henley Fork Lift Lola T330 will be replaced by an Alan Smith unit in time for the next Rothmans European Championship round at Oulton Park on Sunday, May 13.

● Alan McKechnie's Lola T330 raced in Formula 5000 last year by Alan Rollinson has been sold to Terry Sanger for F5000. Sanger has raced in F5000 before, including his own Harrier venture. Meanwhile his Research Consultants Chevrolet Camaro has yet to appear this season in Group 2, spare parts still being awaited.

● Graeme Lawrence will be

visiting Britain in July with a shopping list. He's coming to buy a Formula 5000 chassis and engine, but remains open minded about the final choices.

● Further to our Chevron story last week, John Hine will be joining Bob Howlings in racing a Chevron B23 in European sports car races this year.

Under the Ember racing title, Howlings/Hine will race in the same team as another Chevron B23 driven by Bill de Selincourt/John Quick, starting off with the Spa race.

● The results printed of the Kent Championship Group 2/4 race in last week's Pit and Paddock only gave the heat result and not the final.

The race was in fact won by Frank Gardner's SCA Camaro from Claude Bourgoignie's Broad-speed Capri and Alain Peltier's BMW with Brian Muir's 3.3 BMW CSL blowing up after being well placed. Gardner's win apparently was hard-fought with Group 4 Porsche Carreras and the like providing lots of excitement.

● The Alan McCall designed Tecno

Beuttler inquiry

Well after most people had left Thruxton on Monday night the stewards of the meeting disqualified Mike Beuttler for dangerous driving in the final when he collided with Gerry Birrell at the chicane.

Grahame White pointed out that no protest had been put in by Chevron on behalf of Birrell although White did ask the stewards to look into the matter thoroughly. The observers' report suggested dangerous driving by Beuttler and after an inquiry at which Beuttler was represented by Max Mosley and Birrell by Grahame White. Apparently things became very heated but the stewards had no hesitation in disqualifying Beuttler, and are sending a report to the RAC. An appeal was lodged immediately on Beuttler's behalf and so the results still remain provisional until the appeal is heard in London at a later date.

The stewards also investigated a report that Colin Vandervell had taken a passenger round in his Vauxhall Firenza in the three practice laps that the G1 contestants were allowed. The horrified stewards fined Vandervell £25.

Salzburg snowed off

The Salzburg European Touring Car Championship round which should have been held last Sunday was cancelled on Saturday following the first day's practice. Incessant snow made conditions very tricky and the car parks and spectator enclosures were apparently under three feet of snow and the organisers had no alternative but to cancel the event.

We apologise for our front cover headline which promises a report but Easter printing schedules meant that this had to go to press well before the weekend.

Depailler, Coulon and Williamson (l to r) lead the F2 final away from the grid at Thruxton as Jarier rams the stationary Schenken as the rest go round the Motul farther back.



Pit and Paddock



The new Ferrari B3 will make its debut at Barcelona.

Spanish GP: birth of a new generation

Everything points towards a continuation of the Emerson Fittipaldi/Jackie Stewart struggle for Formula 1 domination when the fourth round of the world Championship, the Spanish Grand Prix, takes place at Montjuich this weekend. With Fittipaldi (22 points) and Stewart (19) so far ahead, no one can take over the World Championship lead this Sunday.

Fittipaldi and JPS team-mate Ronnie Peterson will have narrow-tracked 72s, while Stewart and François Cevert will be in the latest specification Tyrrells. Indeed, all cars competing at Barcelona will have to comply with the new crushable structure regulations which come into effect at this race. Many of the cars have already raced, while most others have at least been shown and tested in private.

The two AVS Shadows for George Follmer and Jackie Oliver will have slightly longer nose sections as a result of further Silverstone testing. The Yardley McLaren M23s of Denny Hulme and Peter Revson and the Brook Bond Oxo Surtees TS14s Mike Hallwood and Carlos Pace remain largely unchanged. From Marlboro BRM come three of the latest specification P160s—examples of which were seen at Silverstone—for Clay Regazzoni, Jean-Pierre Beltoise and Niki Lauda.

Motor Racing Developments are working hard to prepare a couple of new wedge-section Brabham BT42s for Carlos Reutemann and Wilson Fittipaldi. Reutemann has tested his car

at Goodwood, recording a promising 1 m 8.0 s, although if the cars are not ready the team will race the modified Brabham BT37s. One of these cars will also be raced under the Ceramica Pagnossin banner by Andrea de Adamich after his split with Surtees. There seems every likelihood too that de Adamich will race a Brabham BT40 in F2 events this year.

The crop of recent car announcements will make their racing appearances in Spain. Among them are a pair of the new Ferraris (which should have made its debut at Silverstone) which will be ready for Jackie Ickx and Arturo Merzario. However, the long-awaited McCall-designed flat-12 Martini Tecno for Chris Amon was recalled on Tuesday because of engine trouble.

Frank Williams' Iso Marlboros for Nanni Galli and Howden Ganley have been tested at Goodwood and should be ready for Spain, while Graham Hill will make his debut with the Embassy Shadow. March Engineering have two 731s for Henri Pescarolo, recruited for the occasion, and customer Mike Beuttler in the original car.

It is very unlikely that Morris Nunn's Ensign will be ready for Rikky von Opel, and the team are now thinking in terms of a race debut at the Belgian GP. Incidentally, rumours about the cancellation of this race, at Zolder on May 20, are very strong, although as we closed for press they did look like nothing more than rumours.

Coulon's F3 DART-GRD

Last year's star French F3 driver Jacques Coulon who really arrived in F2 at Thruxton when he led the final before retiring will be returning to F3 briefly this year. Ecurie Filipinetti have come to an arrangement with Mike Warner for Coulon to handle a second DART-GRD at Monaco.

The car will be entered by Filipinetti but will be painted in DART colours and looked after by the works as Alan Jones' team mate. DART patron Denys Dobbie will be in the principal guest for the weekend as a personal guest of Ronnie Thompson of Marlboro. Could the DART cars appear in red white and blue in the near future?



Jacques Coulon—Monaco F3.

Lydden's problem

Lydden's weekend of sport was run with the permission of Basil Tye as the track has not yet received its track licence. The thorn in the circuit's side is the hairpin area and Paddock bend. Spectators are not sufficiently protected it appears, and before Friday's meeting at the circuit, the two areas were meant to have been roped off. Basil Tye's permission was not received until 11 am the day before the meeting by Friday's organising club, the 750 Motor Club.

Meek's spree

In order to brighten up his life following his month's ban from racing Chris Meek last week made a bid for Croft circuit. This is not the first time that Meek has tried to buy his home circuit but he has upped the offer and has high hopes of it being accepted. He intends to turn the circuit into a major motor racing centre if his bid is successful.

In addition to this he bought Hayes of Horsford a large Ford dealers just outside Leeds and also bought out Bradford City Football Club complete.

Walker and Watson progressing well

F2 invalids Dave Walker and John Watson were both spectating at Thruxton over the weekend. Walker was walking rather gingerly but was without any sticks and talking about doing some testing this week. It is unlikely however that the DART-GRD F2 car will appear before Nivelles although Denys Dobbie must have been nagging Mike Warner to try to get it out earlier after Roger Williamson's performance at Thruxton.

John Watson was still on crutches but moving swiftly and he hopes to be racing again within three weeks, although because of the gap in the F2 programme it may not be until Nivelles that he re-appears in the works Brabham BT40 F2 car.

● With Oulton Park's F5000 meeting now taking place on the Sunday (making it, incidentally, the circuit's first Sunday race meeting), the Castrol Production saloon car race would seem to clash with the Britax round taking place at Silverstone the same day. The organisers, realising this, have now rescheduled the Castrol round for Saturday, when the F5000 practice will also be taking place. There are full entries for both.

Jody Scheckter trying hard with his Motul at the Thruxton chicane.



Despair in the Chevron pit as Birrell loses his lead.



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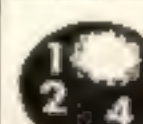
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Sunday 6th May

The promoters reserve the right, without notice, to make alterations to the programme.

Pit and Paddock

Trenton 150 double

A couple of old hands won the two heats of last weekend's Trenton 300, the second round of the USAC championship, and the last race prior to the Indianapolis 500. As far as USAC were concerned, Trenton consisted of two 150-mile races with full points awarded for each heat around the 1.5 mile, pinched oval, which has a dog-leg right-hander in front of the pits. It was A. J. Foyt in his Ford-engined Gilmour Broadcasting-backed Coyote that won the first heat rather handily, while Mario Andretti won the second with his Offy-powered Viceroy Parnelli in a similar fashion. For both, it was the end of a long drought which has managed to keep them from winning any USAC Championship rounds in recent years.

Foyt benefited from a couple of very quick fuel stops in winning the opening heat. He took the lead from his outside front row starting position followed by poleman Gordon Johncock (Patrick Petroleum Eagle), Billy Vukovich (73 Eagle) and Bobby Unser's works Eagle. Unser got by Vukovich on the second lap, but before much else happened a couple of backmarkers went spinning, bringing the yellow flag and the pace car out.

Foyt continued to lead after the green flag was shown, but Bobby Unser was soon pressing the Coyote. On the 37th lap Unser drove confidently past Foyt and off into the distance. Bobby and the Olsonite Eagle were again dominating a USAC race, dictating the pace and lapping conservatively. He stopped for fuel before the rest of the frontrunners and returned to the circuit in fifth place. But a couple of laps later and there was the all-too familiar sight of Bobby Unser driving slowly down the pit lane. Sure enough, the rear suspension had broken, putting Gurney's Number 1 out yet again.

About this time brother Al had a lengthy pitstop which put his Viceroy Parnelli well back, so that at 80 of the 100 laps the order read; Andretti, Foyt, Johncock, Vukovich, Joe Leonard (Viceroy Parnelli) and Gary Bettenhausen (Penske McLaren). Four laps later Foyt retook the lead as Andretti stopped for fuel. Just after Andretti had rejoined the race another yellow flag came out when the Gulf McLaren of Johnny Rutherford broke its rear suspension and grazed the wall.

This yellow flag helped Foyt's cause enormously, for second and third placemen Johncock and Vukovich were stuck back in eighth and ninth places on the road, and the wily A.J. was able to open out a big gap when things got going again on the 94th lap. Vukovich tried everything to get by Johncock as they threaded their way through the backmarkers, but it was Johncock who eventually made best use of the slower cars and

finished second to Foyt. Andretti took fourth from Swede Savage and Bettenhausen.

Everybody lined up for the second heat as they had finished the first, while the Eagle crew were busy trying to get Bobby Unser onto the grid. Unser did make the race, although he started from the pit lane and was half a lap behind by the time he got the turbocharged Offy up to racing revs.

Meanwhile Johncock had snatched the lead followed by Vukovich, Andretti and Savage, with Foyt back in fifth. At the end of the second lap Johncock came coasting into the pits, a bent valve putting him out. So it was now Vukovich and Andretti fighting things out just ahead of Savage, Al Unser, Bettenhausen and Foyt.

By the 10th lap Bobby Unser was getting into his stride, dashing past the bulk of the runners and closing slightly on leader Vukovich. The 22nd lap saw Bobby take seventh with Foyt about 5 s ahead of him in sixth. Nine laps later the Eagle passed Foyt and was within 15 s of first place.

That first place was now Andretti's, for he had got around Vukovich and was gradually putting some daylight between his Viceroy and its pursuer. But then, just as Andretti seemed to be consolidating his place, he came up to lap a thick knot of backmarkers. Vukovich closed the gap, found the right holes and retook the lead, while Savage followed suit, demoting Mario to third. The Viceroy car soon repassed Savage and settled into second place a couple of seconds behind Vukovich.

On the 45th lap Garry Bettenhausen retired his McLaren,

elevating Bobby Unser to fifth behind brother Al. Bobby was now just 7s behind Vukovich and there were now two races going on; Andretti pressing Vukovich for all he was worth and Bobby catching everybody, including Andretti.

Lap 54 saw Bobby drive underneath Al through the first turn, and the following lap he towed past Savage through the dog-leg and into third place. A couple of laps later Andretti took Vukovich for the lead, leaving the Eagle as a cushion between he and the works Eagle.

By now it was pitstop time, the first of those who mattered to come in being Bobby Unser on lap 64. The next lap Vukovich came in for his stop and was some 11 s quicker than Unser. And then a yellow flag came out sending all the others in, and leaving Vukovich and Unser back in fifth and sixth.

Green flag time came again on the 73rd tour, with Andretti pulling away from Foyt, Al Unser, Savage, Vukovich and Bobby Unser. Al Unser immediately pounced on Foyt, but the latter fought off the challenge and in fact, started to catch Andretti. With 15 laps to go and Foyt raising the possibilities of a nip and tuck finish, the Coyote began to smoke ominously. Foyt drove straight into the pits to retire just after Bobby Unser had parked his Eagle, its Offy again unwell and another remarkable performance gone for nought.

A final yellow flag closed the field up during the last half-dozen laps, enabling Vukovich to get back into contention. Vukovich got by Savage almost immediately and with just two laps to go he passed Al Unser's off-colour Viceroy for second. Joe Leonard, struggling all day with a car that had been built overnight, salvaged fourth, pushing Savage down a place.

Roger Williamson's two Wheatcroft Racing F2 GRDs arrived in this brand new transporter at Thruxton. The transporter cost £14,000 to build and is nearly 40 feet long built on an AEC chassis and will cruise at 90 mph. It has been custom built to take three F1 cars.



Hesketh's accident

It is with deep regret that we have to record a nasty accident in the Thruxton paddock last Monday which threatened to put Le Patron of Hesketh Racing, Lord Alexander Hesketh, out of action for a number of days or even weeks. A pale faced and subdued Bubbles Horsley reported on Tuesday morning that he, the team manager, had been responsible for this tragedy. Bubbles was wheeling the TS15 towards the transporter when he was attacked by a Thruxton Buzzard. In his agony he let the car go and one of its wheels happened upon a diamond studded plimsol being worn by the illustrious baronet.

Unfortunately the weight proved too much and his Lordship collapsed in pain. After being rushed to hospital a broken foot was diagnosed. A spokesman from his stately home denied rumours that his Lordship would not be at the Nürburgring, in fact a special wheelchair was being prepared in the Hesketh workshops so that his Lordship might take up his position on the grid at the ring. Meanwhile a Buzzard hunt is under way at Thruxton to exterminate the offending bird.

McGovern's injuries

Although Bill McGovern was removed to hospital on Monday after his horrifying startline incident, it appears his injuries are not serious. No bones are broken, but because of concussion, he was kept in hospital, and was due to be released on Wednesday. However, the effect of hitting the bank with such force did do some damage to his neck, and he will have to wear a collar for some time. George Bevan reported that some marks were found on the front of the car, probably from a white Escort.

Japan GP

Several drivers moved north to compete in next Tuesday's Japanese GP following last weekend's Singapore GP. The event is for 2-litre single-seaters, and among those going to the 4.3-km Fuji circuit are Graeme Lawrence (Surtess TS15), Mike Hall (Brabham BT40) and Brian Robertson (Brabham BT38). Vern Schuppan has entered, but it now seems unlikely that the March-BMW 732 provisionally entered for Jean-Pierre Jarier will attend. Sonny Rajah tried to arrange a drive in a similar car but is now unlikely to race.

● Two Lola T292s are being sponsored this year by Banco Intercontinental Portugues. Team BIP's first race was in yesterday's Monza 1000-km where the drivers were Carlos Gaspar, Carlos Santos, Mario Cabral and Jorge Figueira.

Ickx quick at Monza

Practice for the Monza 1000-kms took place on Monday and Tuesday of this week for the race which was held yesterday (Wednesday). Jacky Ickx was fastest in the first session with a time of 1 m 22.8 s. The meeting started badly for Matra-Simca when François Cevert blew an engine after five laps. He then took over Gerard Larrousse's car and recorded a 1 m 22.87 s. Both Matras are now identical with Hewland gearboxes and short noses. Apparently Matra-Simca were confident of taking pole position in the second session if the rain held off. The Ferraris have put their old style long tails on, as seen last year, and the batteries have been moved to the front in an effort to help the handling. The Gitanes Lola is a non-starter at the event as it has been sent back to the factory for repairs and modifications following Reine Wisell's Dijon shunt and general handling problems.

● The CSI have announced that the Ignazio Giunti Trophy 2-litre sports car race will be held at Misano Adriatico on May 6.

● The price of the Fiat 128 1300 Coupe SL was wrong in one of our recent road test review advertisements. The price should have read £1432.39.

● Keki Holland's Formula 5000 Trojan may be switching to Goodyear from Firestone tyres in the near future.

● Bobby Brown may be out of racing for some time. At Snetterton on Good Friday, American Brown went very well in his F5000 Chevron to finish fifth despite feeling very ill. At the end, he had to be helped from the car and his illness is a legacy of flu caught at Silverstone, later diagnosed after the Snetterton meeting as pleurisy.

WEEKEND SPORT

NÜRBURGRING

The third basic round in the European Formula 3 Championship takes place at the Nurburgring this Sunday, with Jean-Pierre Jarier will be out to increase his lead in the series with the works March-BMW. Team-mate to Jarier on this occasion, will be Hans Stuck Jr who made such an impressive F2 debut at Hockenheim.

Jochen Mass is quite a Nurburgring hero and will be running the works Surtees, while it is undecided how many Rondel cars will be starting, with Henri Pescarolo in Spain and Jody Scheckter in the US. Tim Schenken and Bob Wollek and/or Jean-Pierre Jaussaud will be the drivers of the two or three Motul Rondel cars which start.

Other entries will include Dave Morgan's Chevron, Richard Scott's Scott, Roger Williamson's GRD, James Hunt's Surtees, Bill Gubelmann's March, Reine Wisell and Sten Gunnarsson in GRDs, Dave McConnell's Surtees and the Japanese GRD duo of Kazato and Ikuzawa.

IMOLA

The second round of the Inter-series Championship takes place at Imola, Italy, this Sunday, with turbocharged Porsches again favourites for victory headed by Leo Kinnunen, Willi Kauhsen and George Follmer. The day before a Formula 3 race at Casale, Italy, sees two UK-based competitors competing. Randy Lewis and Roger Hurst.

SILVERSTONE

At Silverstone this Saturday, the Vintage SCC are staging their first race meeting of the season,

with main interest centring on the 15-lap elcomers scratch race for pre-1961 historic racing cars.

In this race, Neil Corner's Maserati 250F or his magnificent 2-litre blown ERA R4D will be of much interest, with three other 250Fs appearing for Alan Cottam, Cameron Millar and Tom Rose. John Roberts will be having his third race in the ex-Bill Wilks Lotus 16 with Peter van Rossum driving Roberts' Cooper-Bristol while two Syracuse Connaughts are due to appear, one for Ray Potter. Martin Morris is in another of a number of Cooper-Bristols which are included in the entry list, while Frank Lockhart's Rover Special will be another leading contender.

The pre-war section is also well-supported with numerous ERAs including those for Arnold-Forster, Venables-Llewellyn, Waller, Bill Morris, and Pat Marsh, the Hon Patrick Lindsay's Mulki Union, Robert Cooper's Alfa P3 and Chris Drake's Maserati 4CL.

The other main event on this eight-race programme is the 10-lap Itals and Napier Trophies race for vintage and Edwardian racing cars in which it will be interesting to see how the 24-litre Napier Lion aero-engined Bentley of David Llewellyn copes with the Type 35 Bugattis of Hamish Moffatt, Bernard Kain and Geoffrey St John, and Ron Footitt's AC/GN. Richard Bergel will be using his Type 35T Bugatti, while other notables include Arnold-Forster's 5.2-litre 1922 Delage sprint car, the single-seater Pacey Hassan Bentley of Peter Morley, Rusty Russ Turner's ex-Birkin single-seater blower Bentley and Randal Stewart's Bentley 2/4j-Mre.

The first event at this magnificent day's sport with over 180 competing cars starts at 12.15 pm and this will be a 1 hour high speed trial for pre-war sports cars.

● At Lydden on Sunday, TEAC are due to be holding their first car meeting of the year on their home circuit, which features rounds in the national

Monoposto, Formula 4 and 750 championships as well as their own club championships.

● In Lancashire, the new Longridge circuit has its first-ever race meeting organised by the Lancashire AC. Although only a small number of cars are permitted to start each race, the viewing facilities at the circuit are ideal and the circuit is short enough for some good close racing. The meeting starts at 1.30 pm.

● On the hillclimb front, the next instalment in the Castrol/BARC Hillclimb Championship is being held at Pontypool, which is situated within the town boundary of Pontypool and has gathered a good entry of leading hillclimbing contenders.

INTERNATIONAL DIARY

April 27/29	Malaysia Grand Prix, Batu Tiga, Malaysia.
April 28/29	Zolder, Belgium (European Formula Ford Championship, round 2).
April 29	Spanish Grand Prix, Montjuich World Championship for Drivers, round 4).
	Nurburgring, Germany (European Championship for Formula 2 Drivers, round 4).
	Riverside, USA (F5000, L&M Championship, round 1).
	Dubrovnik, Austria (European Hillclimb Championship, round 2).
	Zolder Grand Prix, Belgium (G2, G4, G5, FSV).
April 30/May 3	Tulle Rally, Holland (European Rally Championship for Drivers, round 6).
May 1	Imola, Italy (Inter-series, round 2).
May 2/3	Japan Grand Prix, Japan.
May 4/6	Geneva Rally, Switzerland (European Rally Championship for Drivers, round 9).
May 5	Lime Rock, USA (TransAm).
May 6	Pau, France (European Championship for Formula 2 Drivers, round 5).
	Spa-Francorchamps 1000 kms, Belgium (World Championship for Makes, round 5).
	Misano, Italy (European Championship for Makes of Cars up to 2 litres, round 3).
	Laguna Seca, USA (F5000, L&M Championship, round 2).
	Alabama 500, USA (NASCAR).
May 9/12	Moroccan Rally, Morocco (World Rally Championship, round 4).
May 10/13	VU Rally, Yugoslavia (European Rally Championship for Drivers, round 10).
May 11/13	Welsh Rally, Wales (European Rally Championship for Drivers, round 11).

CATCHPOLE

By Barry Foley



Shell SPORTnews4



19 SHELLSPORT VICTORIES IN TWO WEEKENDS

With a total of nearly 40 victories already this season, SHELLSPORT cars and drivers scored the incredible number of 19 first places during the first two weekends of April with successes in virtually every class of racing including Formula 5000, Formula 3, Formula Ford, Clubmans, Group 1, Production Sports Cars, Special Saloons, Rallycross and the Valentine Rally.

In the fastest race held in this country since the war – the International Trophy at Silverstone – the SHELLSPORT Luxembourg Formula 5000 Team finished 1st, 2nd and 5th in the F.5000 category with current Rothmans Champion Gijs Van Lennep making a welcome return to form after winning the Le Mans 4-Hour race for Porsche (also running on Shell) the previous weekend. Finishing less than 5 seconds behind Gijs was 'Smiling Tom' Belso in the second SHELLSPORT Luxembourg car who is definitely the 'coming-man' in Formula 5000 this year. Driving in only his fourth F.5000 race and never having raced at Silverstone before, he has now finished 3rd, 4th and 2nd in his last three outings (excluding Mallory Park where he retired on the start-line) and his first victory cannot be far away. Anchor-man of the team Clive Santo, who has now finished 5th on three occasions, is really

getting to grips with the powerful Surtees and lapping faster every time he goes out. His consistent driving and courteous manners on the track have brought a great deal of praise from the faster drivers although Clive has every intention of being up there with them once the car has been updated.

Other SHELLSPORT drivers who have been receiving the chequered flag recently include Australian formula 3 man Larry Perkins who scored his first victory in this country at Silverstone, Mick 'Boss Capri' Hill who is aiming to beat his 1972 record of 20 wins to carry off the SHELLSPORT Gold Star Award this year, Tony Lanfranchi who currently leads the Gold Star placings and could set a new British record for the number of wins in a season and Drew Gallacher who won the Valentine Rally first time out with his SHELLSPORT/Wyllies Escort RS1600.



SHELLSPORT/STORMONT RALLYCROSS TEAM

Ron Douglas, member of the SHELLSPORT/Stormont team, on his way to yet another victory at Long Marston. Together with Rod Chapman and John Taylor – driver of the SHELLSPORT/Haynes of Maidstone car – these three 'Escorters' will represent SHELLSPORT in the British, Dutch, German, Belgian and European Rallycross Championships this year.



The 20/50 oil used by every SHELLSPORT race and rally winner.



Line ahead at Thruxton go the three Rondel Racing Motuls of winner Henri Pescarolo, Jody Scheckter and Bob Wollek.

THRUXTON

Pescarolo gives Motul first F2 win

By IAN PHILLIPS

Photos by PETER BURN

Nobody, but nobody, could say that Formula 2 was boring after last Monday's Esso Uniflo Trophy race at Thruxton. The two heats and final were action packed with fine driving and incidents; a total of 10 drivers led either a heat or the final and the eventual winner was not decided until the very end. Roger Williamson's Wheatcroft GRD led the final to start with before pitting with a puncture; Jacques Coulon's Filipinetti March-BMW took over before retiring, then from virtually the back of the grid came Gerry Birrell's works Chevron. With just two laps to go Mike Beuttler arrived all the way from the very last row to challenge Birrell. The two collided at the chicane two laps from the end and Henri Pescarolo, who had been sitting right behind them throughout, nipped through and scored the first win for the Rondel Racing built Motul. Jochen Mass' Matchbox Surtees finished second on the road but it was later discovered that he had in fact swapped cars with Mike Hallwood before the final and was disqualified. This moved Bob Wollek up to second, making it a Motul 1-2. Beuttler and Birrell finished third and fourth respectively, although Beuttler was later disqualified for dangerous driving but has appealed so the results are still provisional.

The two heats were won by Patrick Depailler and a very on form Roger Williamson. In fact F3 graduates Coulon and Williamson really gave the F2 established men something to think about with some very fine driving throughout the meeting.

What of the works March-BMWs? Well, it was not such a good weekend. Neither Jean-Pierre Jarier nor Jean-Pierre Beltoise had good practice sessions but both made it to the lead of their heats. Beltoise had another engine failure while Jarier had to make a pit stop and then involved himself in a couple of incidents which tarnished his image a little.

But it really was a great weekend, despite terrible weather conditions for practice, and the BARC did a superb job in organising perhaps Britain's most exciting event of the year.

ENTRY & PRACTICE

When it became clear that the Lotus Texaco Star F2 cars were not going to make the Thruxton meeting the look of the entry list was rather off-colour. However, the F2 world has lived without the cars for nearly three years and can survive very well without them. There were a few other non arrivals but there were sufficient for two heats and a final.

Practice was a rather chaotic affair. Saturday morning was wet, very wet. It's been quite a long time since the last wet F2 race and there seems to have been very little activity over the winter in wet conditions, especially by Firestone. Both heats were dominated in their first, wet, practices by Goodyear shod runners; but not any Goodyear runners, Goodyear shod Rondel Motul runners. In both heats they had the fastest two and the fifth driver was fourth quickest in his session because he had no clutch.

Never have there been so many smiles on the faces of the Rondel Racing personnel. However, Ron Dennis said it would be a different story if it dried, and despite his persistent prayers the first of the afternoon sessions was run in chilly but dry conditions.

It was indeed a different story; different from the morning and from other F2 meetings this year. On pole position for the first heat was not a Motul, not a March and not a BMW engine, but the Brian Hart BDA powered Elf 2 of Patrick Depailler. This was the John Coombs entered car as seen at Hockenheim except with some modifications to the front brakes inspired by the ex-Felday personnel who are looking after the Elf cars this year. With the much improved stopping power Depailler looked extremely smooth in getting round in 1 m 11.0 s, 0.6 s under Ronnie Peterson's lap record. The Goodyear shod, Alpine A367 chassisled Elf gave virtually no trouble at all with its brand new Hart engine although there was a problem with one of

the rear tyres chunking which was solved by fitting a harder compound. Next up just 0.2 s slower was Carlos Pace, having his first F2 outing of the year with Matchbox Team Surtees. He had Jochen Mass' car fitted of course with a Brian Hart BDA. He had a slight problem with the fuel injection system but like all the Surtees runners was suffering from tyre troubles. The TS15s just do not like Firestone's latest rubber at all and after five or six laps the handling was becoming very difficult. Three cars, all March-BMWs, did 11.9 s. The first to do it was Mike Beuttler in the Clarke-Mordaunt-Guthrie-Durlacher car prepared by Brian Lewis Racing. Although Mike was not feeling too good on Saturday he did plenty of laps and looked extremely good, the March really excelling under braking for the chicane. Jacques Coulon, winner of the European Cup F3 race at Thruxton in 1971, was most impressive with the Filipinetti March. He did more laps than anyone else but looked very neat and fast all the time. Next up was Jean-Pierre Jarier, the current championship leader, with the first race of the STP-March Racing team's March-BMW 732s. This time was achieved with the maximum of drama and minimum of flying laps. After just a couple of laps an oil line detached itself and oil went all over the rear brakes. He shot into the chicane escape road with clouds of smoke pouring out of the back end; did an almighty wheely and carried on, still trailing smoke. After rounding Allard he pulled off which meant that valuable time was lost as the car was pushed back to the paddock for repairs. With 10 m to go he re-appeared and started trying really hard. Unfortunately the rear discs were still covered in oil and he kept locking up at his only two braking points, the chicane and complex. Added to this the car was jumping out of second gear. Despite all the trouble he still managed to equal the third best time. However, he reckoned that a 1 m 9.5 s would be possible if the con-

ditions were right.

Next up on 1 m 12.2 s was James Hunt in the Hesketh Racing Surtees TS15 with Brian Hart power as usual. James was troubled like all Surtees runners with tyre problems and just could not get the car handling right at all whatever combination of tyres were used. Henri Pescarolo, second quickest in the wet, looked very smooth in his Motul Rondel Motul with BDF/G power. Pesca did 1 m 12.4 s but on everyone's admittance there is something wrong with the car in the dry which will be undergoing very prolonged testing before Pau. He received a brand new RES alloy block BDA for the race. Tino Brambilla did 12.8 s with the Beta March-BMW before being stranded on the circuit with electrical trouble. Jody Scheckter equalled this with the Rondel Racing entered Motul-Cosworth BDG. Jody was very untidy, locking brakes all over the place and charging all over the grass. The braking problem was probably caused by glazed pads after the wet session in which he had been quickest, but Jody had nothing complimentary to say about the car's handling and one or two of the team had nothing complimentary to say about his driving. The car did receive a few modifications over the weekend to try to improve it, least of all straightening out the undertray damaged in off track excursions. Gerry Birrell, fastest Firestone runner in the wet (albeit six seconds off the pace) was next up in the works Chevron B25-Hart. He missed part of practice with a broken bolt in the fuel system but the engine was the same as he used in the Springbok series which kept its misfire and generally did not help anybody; a fresh unit was installed for the race. Bob Wollek headed the fifth row with his Motul Rondel Motul Smith FVD on 1 m 13.4 s. Like Scheckter he had big braking problems initially and was not too happy with the handling although he felt that progress was being made with the car. The most enthusiastic of privateers, John Wingfield, was next with the Marshall Wingfield Brabham BT40 with Wingfield BDA power on 13.6 s; a cracked sump was his only problem during practice. David McConnell had very little dry time to learn Thruxton in the DWM Racing Surtees-Hart TS15 and only managed a 1 m 14.0 s but again looked smooth and very competent. Patrick Dal Bo missed the wet session in the Shell-Arnold Pygmy-BDF MDB18 as the engine refused to start. His intermittent lappery netted him 1 m 16.6 s as it misfired throughout. Johnny Blades brought out the most famous of Lotus 59s, the ex-Fittipaldi Moonraker car fitted with a BDE. He managed a 1 m 16.0 s before engine trouble intervened. Final runner in the first heat was Tetsu Ikuzawa's Team Nippon/GRS International GRD-Racing Services 273 BDA. He had trouble with the oil temperature running high on the iron block engine and also with the throttle and did very few laps.

The second heat runners were not so lucky with the weather; it just began to spit with rain again as they went out and the quick laps were put in early on. A shower after about five minutes brought most runners into the pits to change or contemplate changing tyres. While they did so three people kept going on slicks in the damp and recorded identical times to take the front row before the back of the circuit became very wet. First to do a 1 m 13.4 s was Roger Williamson in Tom Wheatcroft's GRD-Cosworth BDG 273. The brand new Wheatcroft transporter dominated the paddock but the car was still being looked after by works chief mechanic Alistair Dimock. Despite having trouble with the Firestone tyres getting very warm in the middle and remaining cold on the outside, Roger was much happier with the car and felt that a time well in the 11 s bracket was easily on. His practice was shortened somewhat with a broken fuel union but he still had his first F2 pole position. This in fact was the second time GRD have had such a position in F2, Reine Wisell having achieved the distinction at Pau last year. First to equal the time was Jochen Mass, the Matchbox Surtees team's championship challenger with the

ex-Hallwood Hart powered chassis. Jochen was troubled like his team mates with tyres. Undeterred by the weather conditions Vittorio Brambilla took the second Beta March-BMW round more times than anyone else to grab his front row position. Tim Schenken had been fastest in the wet session for this heat but could only manage fourth best, 13.8 s, in the dry with his Rondel Motul which received a fresh Smith FVD for the race. David Morgan was next up with the Ed Reeves Chevron-Wood B25 without any particular problems; until he went home that is. Poor Dave was involved in a car crash and hurt his right foot which, when he arrived to race on Monday, was heavily bandaged and giving him considerable discomfort. Jean-Pierre Beltoise equalled Morgan's 14.0 s in the second STP March-BMW but spent a lot of time in the pits contemplating the weather and having the aerofolds adjusted and consequently did not do many laps.

Mike Hallwood was only credited with a 14.4 s which was rather slower than the Surtees team had got him with his brand new TS15-Hart which was having the usual tyre problems and also slight gear linkage bother. Peter Gethin with the second works Chevron B25 with a small 1930 cc Smith FVC installed had clutch trouble in the morning and hardly had any dry laps in which to better his 15.4 s. Hiroshi Kato equalled this with his Team Nippon/GRS GRD with Racing Services alloy BDA power and was happy with the progress of his GRD. Wilson Fittipaldi was dragged up to the eyeballs to combat a strong bout of flu and only turned up in the afternoon to qualify the works Brabham-Wood BT40. In doing so he did a 1 m 15.6 s. Colin Vandervell was unhappy; he had tested his March-BMW during the week and it had done nothing but spew its oil out. Because there are currently no spare BMW engines around for anybody, he had to make do with the same old unit which continued to bath itself in oil every three laps and the best he could manage was a 1 m 16.0 s. Over the weekend the engine was covered in Araldite in an effort to stop the leak. Bill Gubelmann is still trying to get the hang of F2 with the March-BMW and in the damp only did a 17.0 s. Richard Scott had engine problems with the next little Scott. His new Geoff Richardson big bore 1970 cc BDA refused to rev properly so there was no chance of bettering a 1 m 17.8 s. The engine was taken out over the weekend and put on the brake for many hours but refused to run properly when re-installed on Monday morning. Silvio Moser had gearbox problems with his Surtees TS10-BDF and only did 18.2 s. Jean-Pierre Jausaud, second quickest in the wet session, was not at all happy with his Motul Smith FVD in the dry and could only do 18.4 s. He will probably miss the Nurburgring race in order to get the car to his liking for Pau, which is very important for the French drivers and Motul.

Brendan McInerney, having his first ever F2 race with his GRS looked-after GRD 273, had trouble with the 1800 cc Smith FVC borrowed from Trevor Twaiter's sports car. The metering unit played up consistently and he only did a 20.6 s. A replacement part could not be found over the weekend and he unfortunately failed to make the grid. Robert Salisbury never really looked like coming to terms with the Gerard TS15-Hart in the conditions and only managed a 23.0 s. Tom Walkinshaw arrived with his brand new GRD 273 with 1800 cc Wood power but it was only finished in the early hours of the morning which meant that practice was spent running it in and a time of 24.8 s. Final runner was François Migault with his Racing Services powered Pygmy MDB18 which popped and banged round the odd lap recording just a 28.2 s.

Sunday was a rest day and much work was put in at the circuit as the rain continued to come down in buckets full; the only team who actually enjoyed seeing it rain were Rondel; we were assured that Ron Dennis did not make an Easter pilgrimage to church to ask the great white chicken in the sky to bring rain on Monday. Maybe he should

have done because to everyone else's delight Monday dawned dry if rather overcast and cold. The grids for the two 26 lap heats lined up as follows:

GRID-HEAT 1		
Beutler 1:11.6 s	Pace 1:11.7 s	Depailler 1:11.0 s
Jarier 1:11.6 s	Coulon 1:11.6 s	
Brambilla 1:12.8 s	Pescarolo 1:12.4 s	Hunt 1:12.2 s
Birrell 1:13.0 s	Scheckter 1:12.8 s	
McConnell 1:14.0 s	Wingfield 1:15.6 s	Wollek 1:15.4 s
Blades 1:16.0 s	Dal Bo 1:16.6 s	
	Ikuzawa 1:16.4 s	
GRID-HEAT 2		
Brambilla 1:13.8 s	Mass 1:13.4 s	W. Johnson 1:13.4 s
Morgan 1:14.0 s	Schenken 1:13.8 s	
Gethin 1:15.4 s	Hallwood 1:14.4 s	Beltoise 1:14.0 s
Fittipaldi 1:15.6 s	Kato 1:15.4 s	
Yokoyama 1:17.4 s	Gubelmann 1:17.0 s	Vanderplass 1:16.0 s
Moser 1:18.2 s	Scott 1:17.8 s	
Salisbury 1:23.0 s	McInerney 1:20.6 s	Jausaud 1:18.4 s
Migault 1:28.2 s	Walkinshaw 1:24.8 s	
	*DNS	

HEAT 1

It was with slight apprehension that the grid lined up, one or two drivers worrying about well-known chargers Jarier and Scheckter being behind. Hunt came up with the remark that he thought by the time the flag dropped it would be a 3-2-4-1 grid with Scheckter already up into the third row. Luckily there were no such dramas although Jarier had the March well tweaked up as he left the line. Depailler made a dreadful start from pole and held up the inside of the grid as Pace shot into the lead followed by Beutler and Jarier. Pace's car in fact had caused a minor panic in the Surtees camp when the clutch failed in the marshalling area; luckily the frantic work cured the malady.

At the end of the first lap it was Pace from Jarier who shot past Beutler, with Pescarolo, Coulon, Brambilla, Depailler, Scheckter, Hunt, Birrell, Wollek, McConnell, Wingfield, Ikuzawa, Blades and already well down, Dal Bo completing the list.

On the second lap Pace pulled out a little and the following lap he established a new lap record at 1 m 11.2 s as he pulled farther away from Jarier, who, although detached from the next battling group, was having trouble with his brakes which were too biased to the rear. On the fifth lap Pace had a big kerb clouting moment at Goodwood as Jarier was busy equalling his lap record. Consequently the March was much closer next time round. On lap seven Jarier was in the lead but before they completed the lap both the Frenchman and Brazilian went straight into the pits. Jarier's master switch had vibrated loose and cut the engine while Pace went in to complain about his tyres which had already gone off. Both were sent on their way again very rapidly. Meanwhile the frantic carve up behind had resulted in Depailler taking the lead very closely followed by the impressive Coulon. Beutler had headed this group initially but the front spoiler on his March had fallen off and spoiled the handling. Coulon went past him on lap four and Depailler went past them both next time round. The incredibly hairy Tino B. was next with Scheckter, Pescarolo and Hunt next. Birrell pitted on lap four with a puncture which moved the battling Wollek and McConnell up one slot. Wingfield harried by Ikuzawa, completed the runners as Blades retired with a suspected dropped valve.

Depailler and Coulon made the battle for first place their own as they dropped Beutler

There's something rather special about Group 1 Saloon racing.

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a shade after he had been nudged by Brambilla. On the seventh lap Tino tried to get round the outside of Mike into the chicane and lost it and crouted the Armco hard, bouncing into the middle of the track to delay everyone else. The car was badly damaged and pulled out of the way.

On the 11th lap Depailler started to pull away from Coulon despite the new-comers great late braking efforts and he pulled away steadily to win by 5 s at the end. Coulon kept his head well and never looked in danger of losing his place which he didn't.

Pescarolo, driving very smoothly, had retaken Schecter for fourth on lap 10 and started to reel in Beuttler whom he caught and passed for good on lap 11. Pescarolo was then safe in third which he kept to the end. Beuttler by now had his airbox pointing skywards to add to his handling problems and Schecter, Wollek, Hunt and the rapidly catching Jarier began to close on him. McConnell should have been right among them but had called at the pits with overheating when going well in sixth place. As Jarier made his first bid to get Hunt round the outside going into the chicane, he committed the first of his two mistakes. There really is no way round the outside there in F2, especially not at the speed he was going. The March spun neatly with Jarier's right foot hard on the throttle keeping the revs up. He executed an almighty burn out Dennis Priddle would have been proud of to spin the car about its centre and restarted without losing a place. Beuttler in the meantime had been losing more ground. Schecter passed him on lap 16 and on the following lap Wollek and Hunt did the same. Jarier recovered once more and tried his round the outside trick again on Beuttler at the apex of the chicane, this time with more disastrous results. Mike was punted a full five feet in the air and looked to be rolling over as Jarier spun. Luckily Beuttler landed on all four, banged it into gear and followed Jarier into the pits for a quick check. Beuttler came out again fairly quickly while Jarier had his rear brakes looked at. All this rather split up the field and Schecter and Wollek fell in line behind team-mate Pescarolo and carried on to the end spaced by nine and six seconds respectively. Hunt, in dire tyre trouble still and now with sagging fuel pressure, soldiered on to be the last runner on the same lap, five seconds behind Wollek.

With the bumping and boring up front Pace recovered from his stop, still without a solution to the tyre trouble, to take seventh ahead of a steady Wingfield who had the

attention of Ikuwawa throughout. Tetsu finishing 0.2 s down. McConnell was next up after his stop while Birrell was 11th having put in some very fast laps which made him look easily the fastest man through the chicane with a slightly slower approach, throwing it sideways and booting it all the way through. Good stuff to watch. Poor Beuttler was classified 12th, two laps down, while Jarier was unclassified in 13th five laps down.

HEAT 2

Roger Williamson showed that he has lost none of his touch of how to get off pole position in a hurry when the flag dropped; he charged into Allard in front of the pack led by Brambilla and Mass. At the end of the lap Williamson had pulled out a few yards as Mass outbraked Brambilla which looked a very brave manoeuvre. Beltoise was next up with Schenken, Vandervell, Morgan, Hailwood, Gethin, Jabouille, Fittipaldi, Jaussaud, Kazato, Moser, Migault, Scott, Walkinshaw, Gubelmann and Salisbury all following.

Brambilla left the leaders at Seagrave on lap two with a broken throttle cable. When the leaders came to the chicane on lap three Vittorio had struggled that far too and coasted through as Williamson came charging up in the lead. Roger had to slow considerably and Mass caught right up. As Brambilla pulled into the pits, Williamson gave the GRD full revs and kept Mass at bay. Roger still had it as they came to the chicane next time but Mass was right on his tail; it looked as though the GRD was never going to have its brakes applied in time and sure enough the smoke appeared as the wheels locked and Williamson's lead disappeared with him up the escape road. Mass happily took over the lead with Beltoise well installed in second place. Schenken was third but Morgan, Vandervell and Hailwood were closing fast while Williamson put his determination into overdrive and set about catching them. Hailwood got knocked off at Allard on the fifth lap and spun down to the back of the field. Morgan latched on to Schenken briefly but on the seventh lap pitted with a broken wing. This left Vandervell with Williamson clinging to his slightly smokey tail chasing Schenken. Jabouille was on his own in sixth place while Gethin had his mirrors full of Kazato who made up for lack of pace down the straight by braking as late as will ever be possible and gaining yards before flinging it sideways through the chicane. Scott should have been next up but his engine, which still refused to rev, cut

completely when he missed a gear at Allard. This left Migault ninth well ahead of Walkinshaw (minus brakes with boiling fluid), Gubelmann and an unhappy Jaussaud (who had taken the escape road after Williamson vacated it) scrapping together. Moser was next ahead of Hailwood who pitted on lap 10 to report that his tyres were making life bloody difficult. Wilson Fittipaldi's unhappy weekend continued mostly in the pits with a broken injector pipe.

From laps 10 to 15 Beltoise made up a little ground on Mass and narrowed the gap to just under 2 s before poor Jochen pulled off at Church with a blown engine. Vandervell, now smoking heavily as the oil found its way through the Araldite, had passed Schenken, who had a holed airbox and was losing revs, on lap 13. Tim cautiously kept his distance from the smokescreen as Colin inherited a good second place. Williamson was giving the Motul plenty of pressure though on lap 17 tried, to the shouts of "No don't try it" from the crowd, to get round the outside of Schenken into the chicane. Tim, being a friendly Aussie, let him get away with it (no were not rubbishing Australia) before retaking him at the complex for a couple of laps. However the rev starvation of the Motul got worse on lap 20 and Roger got through for good. He immediately went and sat on Vandervell's gearbox which was hidden in the oil smoke; not happy with that he outbraked him into the chicane on lap 21 to take second place well behind Beltoise by this time. Schenken got Vandervell next time round and having run out of oil Colin retired to the pits. The first three places then looked all settled. No chance. "Beltoise has blown up" yelled commentator Russell Douglas. Surely not three races running? But, yes, the red STP March failed to appear and Williamson was back in the lead. With only four laps to go Roger did not let his pace drop and went on to score what will surely be the first of many F2 wins for himself and GRD by 1.1 s. It was a masterly drive.

Schenken came in second. "It might be a lousy car at the moment" said Ron Dennis, "but at least they are reliable." True, five starters, five finishers and all of them in the final. Gethin came in third despite gear selection trouble and a slightly smokey engine, having caught and passed Jabouille four laps from the end. The Frenchman finished fourth despite two nearly flat tyres. Kazato looked to be enjoying himself as he flung the GRD about and was the last unlapped finisher in sixth.

Jaussaud was one lap down as were Gubelmann and Moser while an unhappy Hailwood was two laps down and Fittipaldi, Migault and Brambilla unclassified although still running. Morgan had retired with transmission trouble.

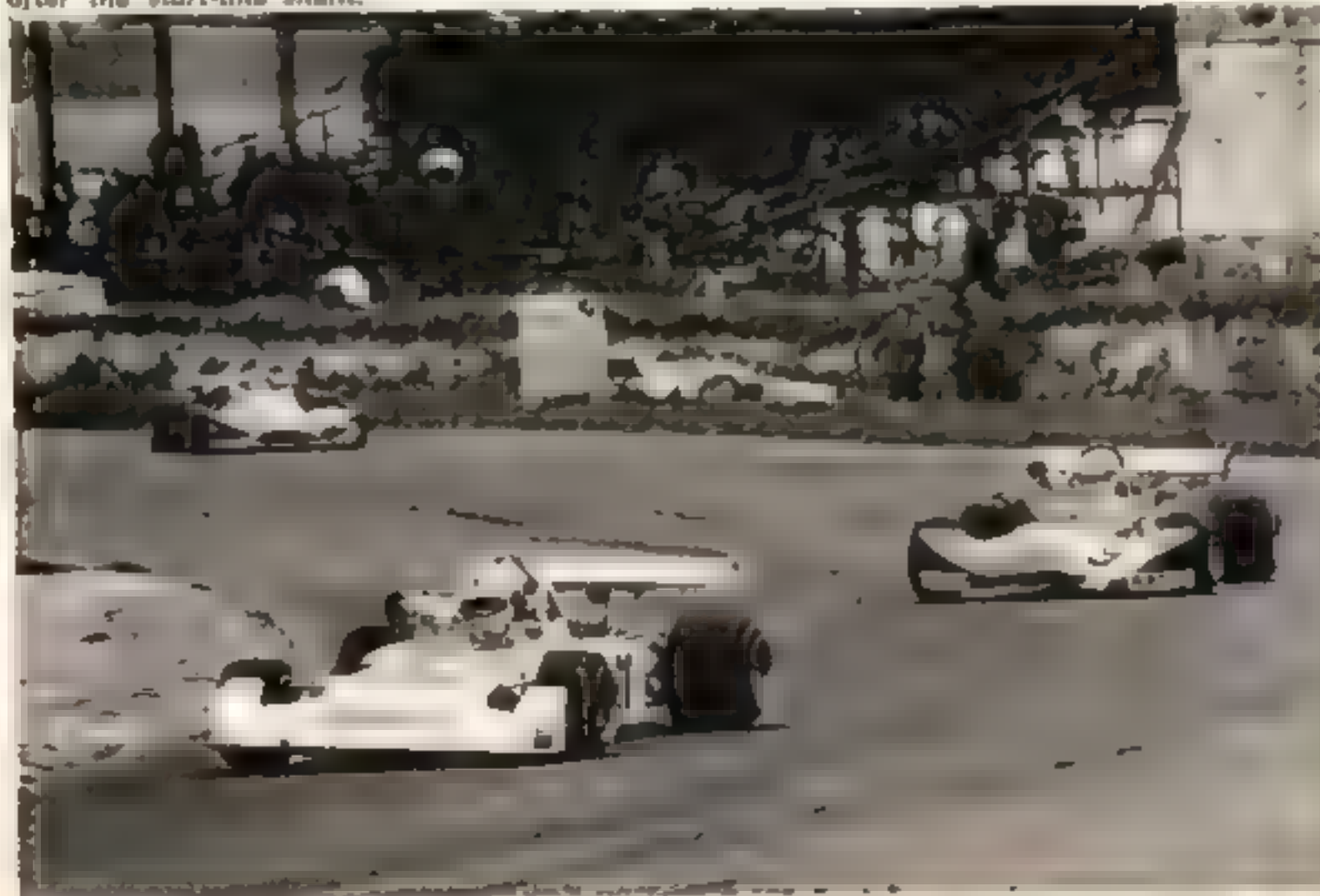
FINAL

The first heat was appreciably quicker than the second because of Williamson's early misdeed so Depailler took pole, Hailwood, Beltoise, Del Bo and Tino B. failed to reappear so reserves Fittipaldi, Migault and Scott lined up. One or two were amazed to see Mass on the grid apparently with a new engine in his car, but it later was discovered that the numbers had been switched with Hailwood's car. This is not allowed and after the race Mass was disqualified.

There were a few spots of rain just before the start but it soon cleared so there were no worries over wet or dry tyres. However the Firestone runners were at a loss as to how to solve their problem. Hunt put some 1972 rubber on while Williamson and Coulon kept the same.

As the flag fell it was Coulon from the middle of the front row who got away best with Williamson and Depailler challenging. Meanwhile chaos reigned on the grid as Schenken's transmission failed and the Motul refused to move. Jarier charging up quickly could not miss him and the resultant flying around of cars and wheels ended the race for Jabouille and Fittipaldi as well with rather bent cars. The yellow flags were still out after the chicane as the leaders came into

Early in the final, Williamson leads Coulon and Depailler, with Jabouille's Elf abandoned after the start-line shunt.





Gerry Birrell leads Mike Beuttler and Henri Pescarolo during their battle for the F2 final

FINAL GRID			
Williamson	Coulon	Depailler	
Hunt	Schonen	Pescarolo	
Wingfield	Wallek	Scheckter	
Gubelmann	Jabouille	Gethin	
Brambilla	Pace	Kazuo	
McConnell	Wainwright	Ikuzawa	
Mass	Jaussaud	Moser	
Birrell	Morgan	Janier	
Vandervell	Dei	Bo	
Scott	Beuttler	E Brambilla	
*DNS, reserves allowed to start			

the corner anxious not to get put off by it. Williamson put in a mighty effort and out-braked his fellow F3 graduates into the chicane and led the field through the rubble. Depailler was third with Pescarolo, Scheckter, Wollek, Hunt, Gethin, Kazato, Ikuzawa, Pace, Walkinshaw, Birrell, Jaussaud, Moser, Mass, Gubelmann, Brambilla, Beuttler, Morgan, Wingfield, Migault, Vandervell, McConnell and a couple of laps later Scott, who had stalled avoiding the incident on the grid.

It was still Williamson next time round but into the Campbell, Cobb and Seagrave complex Coulon got through. Williamson remained on his tail for a lap and then gradually slipped back into Depailler's grasp. Roger hung on but the GRD was looking a bit wild and Depailler passed and left him on lap eight. Scheckter and Pescarolo did the same next lap and Roger headed for the pits where a nail was found in a rear tyre and it was a lap later that he rejoined.

On the ninth lap Depailler closed right up on Coulon and passed him briefly only to be retaken approaching the chicane. Suddenly Depailler went missing however. It transpired later that he had pulled off at Seagrave after the battery had come loose and broken the master switch. This left Coulon well out in front and driving with great maturity he kept it that way.

Meanwhile back in second place there was an almighty carve up. Scheckter, snaking all over the road under braking, led Pescarolo, Birrell, who had come through the field like a rocket from virtually the back of the grid,

Wollek, and Gethin. Hunt had a slow puncture to add to his existing tyre troubles and was unable to keep the pace, but was safely ahead of the sideways Kazato who was rapidly being caught by Beuttler, who was handling his March beautifully and had come up from the back row of the grid. Fairly close to this lot were Pace, Mass and Morgan. Walkinshaw, still minus brakes, and Brambilla were doing for 13th with Jaussaud, Wingfield, Moser and Gubelmann next with Williamson driving like there was no tomorrow in an effort to regain places.

As Coulon continued his merry way the interest centred on the rapid climbs of Birrell and Beuttler with Mass, Pace and Morgan also making progress at a more steady rate. From lap 13 to 20 Scheckter led the bunch. Birrell got past Pescarolo on lap 19 but the three stayed tied together with Wollek struggling with the handling of his Motul, driving exceptionally well and keeping in touch. On lap 21 Birrell finally made it into second place and two laps later it became first when Coulon disappeared. He pulled off at Goodwood with lack of fuel pressure having made his presence well and truly known.

For a couple of laps Birrell seemed to establish a small lead but Scheckter and Pescarolo were not giving up and came right back at Gerry and just sat behind him. Meanwhile Beuttler had caught the ailing Wollek and the two of them tagged on to the leaders. Poor Bob just could not cope with the understeer and dropped back a little as battle commenced between the four.

Gethin would have been among the leaders but an oil pipe detached itself from the block out on the circuit on lap 14 while Kazato visited the pits to have the spark box changed and Ikuzawa for a plug change. Walkinshaw was also in trouble when the spark box started to fall off and he had to journey to the pits while Wingfield was out with a lack of sparks.

So on lap 30, 20 to go, Birrell, Scheckter, Pescarolo and Beuttler were fighting out the lead, Wollek held a good fifth, but Pace and Mass were catching rapidly. Hunt's flat was getting worse and he was losing ground steadily to Morgan whose injured foot was making driving very difficult; Brambilla and Jaussaud were next up with Gubelmann being rapidly caught by Williamson who seemed to be the quickest man on the circuit.

The leading battle became split slightly

on lap 32 when Scheckter suffered a puncture at Goodwood and spun out of the race. Birrell opened up a small gap as Beuttler pressed his attentions on Pescarolo. On lap 35 they were all together again. On lap 39 Beuttler put in a mighty effort at the chicane and demoted Pescarolo. Henri hung on though and the trio stayed as one. Further interest was being added as Mass caught Wollek (Pace had pitted with his tyre problem again). There was just 0.5 s between the Surtees and the leading Chevron with five laps to go and it was spitting with rain. But Birrell was having the F2 race of his life and was the man in charge; he didn't intend to lose it. Beuttler had other ideas however. Birrell's rather unusual line into the chicane leaves a small and inviting gap for challengers. To make use of it the challenger has to use all the kerb as well as it just is not big enough to get through. On lap 48 Beuttler tried it however. It didn't work. The two cars touched and all hell was let loose. Birrell spun and was left in the middle of the chicane exit, Beuttler was out on the grass again, Pescarolo struggled through the inside and took the lead as Wollek and Mass arrived side by side. Jochen chose the smallest of gaps between the stationary Chevron and the Arco, Bob went round the inside and they met the other side of Birrell. Miraculously they did not touch and Jochen just took second. Beuttler by this time was rejoining in fourth right behind Wollek while Birrell got going in fifth some 20 s down.

Pescarolo went on to give the Motul its first ever win by 18 s; lucky it may have been, but throughout the weekend he drove like the seasoned campaigner he is, never putting a foot wrong, as others knocked themselves around, and he was as deserving as anyone. Mass also drove well (it was a strange car after all) but was later disqualified for running the wrong car so Wollek, who had his best F2 drive to date, which even pleased him, took second place and maximum championship points. Arguments will rage for many months about the Beuttler/Birrell incident; it was a pity it happened but it would have been unjust if either had come second after some great driving but third and fourth did not do either justice. Beuttler's placing is currently provisional pending an inquiry.

Morgan took fifth (after the disqualification) after a steady drive again from near the back of the grid. Jaussaud was not happy with his Motul but opened his points account by coming sixth while Vittorio Brambilla took seventh a lap down. Williamson eventually hauled himself up to eighth and had it not been for the puncture would surely have won by a distance. Gubelmann took ninth ahead of the unfortunate Hunt who had to visit the pits near the end to have his puncture replaced and lost what would have been sixth place.

Race Results F2 Trophy	
F2 European Championship, round 3	
Thruxton, England, April 25, April 30 laps, 117.8 miles	
1. H. Pescarolo (March-Motul M1 FVD), 1 h 1 m 44.8 s, 119.43 mph	1 h 1 m 44.8 s
2. B. Wollek (March-Motul M1 FVD), 1 h 2 m 03.1 s	1 h 2 m 03.1 s
3. M. Mass (March-Motul M1 FVD), 1 h 2 m 18.6 s	1 h 2 m 18.6 s
4. G. J. Birrell (Chevron-Motul M1 FVD), 1 h 2 m 21.0 s	1 h 2 m 21.0 s
5. J. Morgan (Chevron-Wood B25 BDA), 1 h 2 m 33.0 s	1 h 2 m 33.0 s
6. J. Jaussaud (March-Motul M1 FVD), 1 h 2 m 41.0 s	1 h 2 m 41.0 s
7. V. Brambilla (March-Motul M1 FVD), 1 h 2 m 41.0 s	1 h 2 m 41.0 s
8. R. Gubelmann (March-Motul M1 FVD), 1 h 2 m 41.0 s	1 h 2 m 41.0 s
9. B. Gethin (March-Motul M1 FVD), 1 h 2 m 41.0 s	1 h 2 m 41.0 s
10. J. Williamson (March-Motul M1 FVD), 1 h 2 m 41.0 s	1 h 2 m 41.0 s
11. J. Scheckter (March-Motul M1 FVD), 1 h 2 m 41.0 s	1 h 2 m 41.0 s
12. J. Pace (March-Motul M1 FVD), 1 h 2 m 41.0 s	1 h 2 m 41.0 s
13. J. Walkinshaw (March-Motul M1 FVD), 1 h 2 m 41.0 s	1 h 2 m 41.0 s
14. J. Kazato (March-Motul M1 FVD), 1 h 2 m 41.0 s	1 h 2 m 41.0 s
15. J. Ikuzawa (March-Motul M1 FVD), 1 h 2 m 41.0 s	1 h 2 m 41.0 s
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20. J. Morgan (March-Motul M1 FVD), 1 h 2 m 41.0 s	1 h 2 m 41.0 s
21. J. Williamson (March-Motul M1 FVD), 1 h 2 m 41.0 s	1 h 2 m 41.0 s
22. J. Scheckter (March-Motul M1 FVD), 1 h 2 m 41.0 s	1 h 2 m 41.0 s
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24. J. Walkinshaw (March-Motul M1 FVD), 1 h 2 m 41.0 s	1 h 2 m 41.0 s
25. J. Kazato (March-Motul M1 FVD), 1 h 2 m 41.0 s	1 h 2 m 41.0 s
26. J. Ikuzawa (March-Motul M1 FVD), 1 h 2 m 41.0 s	1 h 2 m 41.0 s
27. J. Moser (March-Motul M1 FVD), 1 h 2 m 41.0 s	1 h 2 m 41.0 s
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97. J. Morgan (March-Motul M1 FVD), 1 h 2 m 41.0 s	1 h 2 m 41.0 s
98. J. Williamson (March-Motul M1 FVD), 1 h 2 m 41.0 s	1 h 2 m 41.0 s
99. J. Scheckter (March-Motul M1 FVD), 1 h 2 m 41.0 s	1 h 2 m 41.0 s
100. J. Pace (March-Motul M1 FVD), 1 h 2 m 41.0 s	1 h 2 m 41.0 s

Gardner's revenge

By ROBERT FEARNALL

Following his defeat at Silverstone, Frank Gardner made mincemeat of the opposition in the third round of the British Touring Car Championship last Monday, his 7 litre SCA European Road Services Chevrolet Camaro setting the first 100 mph lap at Thruxton on its way to a very convincing victory. Dave Matthews' Broadspeed Capri was the only car to stay anywhere near the Camaro, but that retired with a broken crank pulley and second place eventually fell to Brian Muir who overcame diabolical handling and a pit stop to clean the windscreen, with a typical spirited and determined performance by Yogi.

With Andy Rouse's Broadspeed Escort suffering sump failure, Dave Brodie's Norman Reeves Escort BDA had no trouble in winning the 2 litre section, and Gardner and Brodie now share the overall lead of the British Group 2 Championship on 24 points, with Muir not far behind on 21. The 1300 cc class contained a thrilling dice for supremacy between the Escort BDAs of Peter Hanson

and Vince Woodman until Woodman's engine blew and Hanson's subsequent win brings him to within three points of Woodman's championship class lead. Sadly Bill McGovern suffered injuries as a result of a first corner shunt with his Bevan Imp in the 1 litre class, leaving the Imps of Les Nash and Melvyn Adams to dispute the honours until Nash's engine failed and Adams was at last well rewarded with a class win. However the class championship lead is held by Ivor Goodwin who finished second to Adams and has a 1 point advantage over Nash.

With the scheduled fourth round in the British Championship at Oulton Park on May 13 unfortunately cancelled, there is over a month before the next instalment at Thruxton on Whit Monday, when the positions are so close they could all change again. Apart from Gardner's record lap, all other class records got a beating, with Rouse, Woodman and Hanson, and Nash taking the credits.

ENTRY & PRACTICE

Two half-hour practice sessions were provided by the BARC on the Saturday, with the morning one being wet and the afternoon one dry, so that only times in the afternoon session counted. For interest, Andy Rouse's VW Motors/Esso Uniflo 2 litre Broadspeed Escort was best overall in the wet, being nearly 3 s quicker than Frank Gardner and Dave Matthews. However, in the afternoon, Gardner altered all that by setting an effortless 1 m 23.8 s, the 7 litre Camaro looking as steady as ever as the Australian powered it through the twisty bits with the greatest of ease, and now £1000 the richer for its win at Nivelles the previous week.

Compared with Gardner's 101.45 mph record shattering lap of 1 m 23.8 s, Dave Matthews' second best time of the session in 1 m 25.0 s, seemed much more hard work. All is still not as fast with the handling of the Broadspeed/Lindrick Finance Capri, as coming through Allard (the very fast corner just past the pits), Matthews was working incredibly hard at the wheel with one or even both inside wheels off the deck. Since Silverstone the car was raced into second place by Claude Bourgoignie at Nivelles, so little development has been done except for alterations to the roll centre and changes to the springs, as well as to the front spoiler. Matthews explains that being quite a radical vehicle, it takes quite some time to develop but "we are making steady progress". Power came from the same 3 litre Weslake V6 unit used at Silverstone and at Nivelles when it bent a push rod and cracked a valve spring. Still, Dave seems to be enjoying his Group 2 exploits, but has no desire to do anything more than Group 2 with his business commitments keeping him well occupied.

Completing the front row was Brian Muir's Dealer Team BMW/Alpine CS on 1 m 26.0 s, exactly the same time Brian recorded in practice for this race last year driving the Wiggins Teape Capri. Whereas Muir was very happy with the handling of the BMW at Nivelles a week earlier, it was back to square one at Thruxton, despite the similarity in circuits, Yogi found the handling quite diabolical, and it looked pretty frightening to watch at Allard with both inside wheels lifting off the ground as he clipped the kerb giving him lots of opposite lock work to keep the car pointing straight towards Campbell corner. The brakes also caused a problem, with the mixture of Lockheed and ATE causing much locking-up into the chicane. Unfortunately there isn't much time to do the necessary sorting, with three continental trips planned in

fought with assorted handling problems to record 1 m 28.0 s, 0.8 s slower than what he did in practice for this race last year. And the handling problems were quite apparent, as the lock-to-lock stuff through Allard even looked hairier than usual for the Brude.

Lawrie Hickman's immaculate Gerry Edmonds Escort RS with its 1970 Alan Smith BDA engine, lapped in 1 m 29.4 s before having a monumental spin at Goodwood corner, which ripped all the tread out of one tyre, caused the spring retainers to jump out and gave Lawrie quite a fright too. By the time everything had been replaced, practice was over. Jonathan Buncombe also recorded 1 m 29.4 s, with his ex-Brodie Escort fitted for the first time this year with its 1974 cc iron block Racing Services engine. However, Buncombe wasn't happy with the handling either and from Allard appeared to be applying the Mini technique of throwing the car into the corner on opposite lock and leaving the corner still on opposite lock but, in between, nowhere near touching the kerb in the middle of the bend, where most of the other drivers were aiming to put in quick laps. Buncombe admits that he doesn't think he has yet got the hang of the Escort compared with his Mini days but he's learning quickly and most of the handling problems in this practice were accounted for by a broken front stabiliser.

Having the 1300 BDA engine homologated for Group 2, means that nothing else but Escorts has a look in for honours in the 1300 class nowadays, but there's still strong competition between the Fords themselves. Although not looked on kindly by Ford hierarchy, Peter Hanson is a most welcome addition to this class with his Broadspeed built and prepared Escort owned by John Hanson and Peter recorded the best 1300 time of 1 m 30.0 s, just four-tenths quicker than Vince Woodman's identical car (except for narrower wheel rim widths) with Woodman complaining of an engine misfire in practice. Gillian Fortesque-Thomas was having her first Group 2 race in the rhd 1300 Escort BDA and got round in 1 m 32.0 s while the fourth of the 1300 Escort BDAs, the ex-Broadspeed car of Tony Dickinson, retired for good after three laps of practice. The three quickest Minis were Jon Mowatt (1 m 33.8 s), Chris Montague (1 m 34.8 s) and Paul Burt (1 m 36.6 s), but Montague's car was reduced to a very battered heap after he had a huge accident at Goodwood bend with the car rolling several times and Montague lucky to escape with abrasions and shock. The 1 litre class saw a familiar story with Bill McGovern's Bevan Imp leapfrogging its way round in 1 m 36.2 s, 1 s quicker than Les Nash's Bevan Imp and Melvyn Adams third best in 1 m 38.4 s. Martin Thomas' 57

between this race and the next British Group 2 round. Engine-wise, Malcolm Gartlan's car was back to 3 litres, the same engines used in practice at Monza and since rebuilt at Alpina. Their 3 litre winning unit from Silverstone was found to have a broken rocker arm, a similar fate putting an end to their demon 3300 cc m.11 at Nivelles. Yogi arrived at Thruxton having practised the day before at a snowy Salzburg, and just before he was about to fly off for the race on Saturday, he was pleased to learn it had been cancelled.

The four BDA-engined Escorts from the 2 litre class were next fastest, headed by Andy Rouse who is the most promising newcomer to International saloon car racing seen for a long time. Through Allard, his performance was masterful, as he drove the car neatly and rapidly into the corner without any opposite lock, then simply powered the car through the corner to apply a touch of opposite lock as he left the bend and headed towards the complex. It really was a delight to watch without any of this spectacular wheel-waving stuff, and it paid off too with the Firestone-shod 2 litre Broadspeed Escort lapping in 1 m 26.8 s, quickest of the Escorts. Dave Brodie was next up, still far from happy with his works Boreham-developed, Norman Reeves-entered 2 litre Escort as he

Gardner leads the field through Allard





A hundred to nought: 4.8 seconds.

If we can do this for a Broadspeed Capri, imagine what we can do for your car.

The Lockheed brakes on the Broadspeed Capri were designed specifically to match its weight and performance.

There are also Lockheed brake replacements (with a 12 month warranty) to match the weight and performance of very nearly every car on the road.

And chances are that includes the car you drive.

No matter what it is.

No matter how fast it goes.



AP Lockheed Brakes

Fit them and see how fast you stop.

Camaro didn't do a lap of practice before all its oil dropped out when the sump failed

RACE

Spots of rain as the cars lined up on the grid caused for much activity in the pits before the start of the race, but team managers rightly suspected that the brief shower would soon pass away and no last minute changes of tyrewear were necessary. However, with the track decidedly greasy, the front row made a leisurely getaway which resulted in the second row of Escorts of Rouse and Brodie joining the big brothers in the complex, while in the middle of the grid Bill McGovern's Bevan Imp was apparently forced out at Allard and gave the bank an almighty blow. The car was exceedingly badly damaged and although McGovern was knocked unconscious and he was whisked away in an ambulance his injuries were not thought to be too serious.

While Gardner took the lead, there was much bumping and boring through the complex on the first lap with Brodie taking over second place from Rouse, Matthews, Muir and Buncombe, but by the time they reached the chicane, Matthews and Muir had taken over third and fourth places from Rouse with Buncombe going incredibly well to keep in touch. With Gardner already pulling out an advantage in front, Matthews set about dealing with Brodie and the two of them took the Kimpton to Goodwood section absolutely side-by-side on the second lap before the Broadspeed Capri came out on top and immediately pulled away from the Escorts. Now it was Muir's turn and into the chicane at the end of the second lap, Muir, Rouse and Brodie approached side-by-side with Muir getting squeezed out on the first part of the corner and thereby losing out to Brodie who still held off Rouse. Muir's efforts were further thwarted on the next laps when both Escorts suddenly developed smokescreens coming through Church. Brodie's didn't appear too serious, but Rouse's was and Muir went through on the straight only to have Rouse rake him into the chicane, but Andy then spun in a cloud of smoke and even flames. The sump had failed on the Escort which

caused the smoke and Andy's spin on his own oil and Rouse simply pulled into the pits to retire. But Muir's screen had been covered in oil from Rouse's departure, and when he turned the wipers and washer on to clean the screen, the wipers worked but the washer didn't which meant Brian couldn't see a thing out of the smeared windscreen and as he finished his fourth lap, he quickly headed for the pits to have the screen cleaned and continue in eighth place.

Meanwhile Gardner had opened up a 3 s lead on Matthews, whose Capri was still understeering, and Brodie whose Escort gave the slight oil smokescreen for the rest of the race, later developing into irregular engine noises which didn't turn out too serious. Brodie had pulled out a large margin over Buncombe, who in turn was comfortably ahead of Hickman whose Escort had lost all its brakes and was being hounded by a tremendous struggle for 1300 honours between Hanson and Woodman. From the first lap, Hanson held the upper hand over Woodman with absolutely nothing covering the pair of them, and Gillan F-T's works Escort way behind and not all that far ahead of Jon Mowatt's leading Mini. Muir's pit-stop dropped him behind the dicing 1300s and when he passed them on the ninth lap, Woodman also took over the class lead from Hanson while Mrs F-T disappeared at the same time with a blown engine at Church. One lap later and the same fate struck Woodman and his blown engine took him to as far as where the works Escort had stopped at Church which left Hanson with a commanding lead of the 1300 section.

The next blow was to strike Matthews. While Gardner further extended his lead, Matthews was driving a calm and tidy race in second until the 12th lap when the beautifully turned-out Capri coasted to a halt approaching the chicane with the crank pulley broken up. After last year's string of reliable wins in the Broadspeed Escort, poor Matthews is having some rotten luck this year through engine failure.

As far as the leading positions were concerned, main interest now centred on Muir's recovery from his pit-stop. By the 14th lap he had overcome Buncombe to hold fourth place overall and set after second man, Brodie.

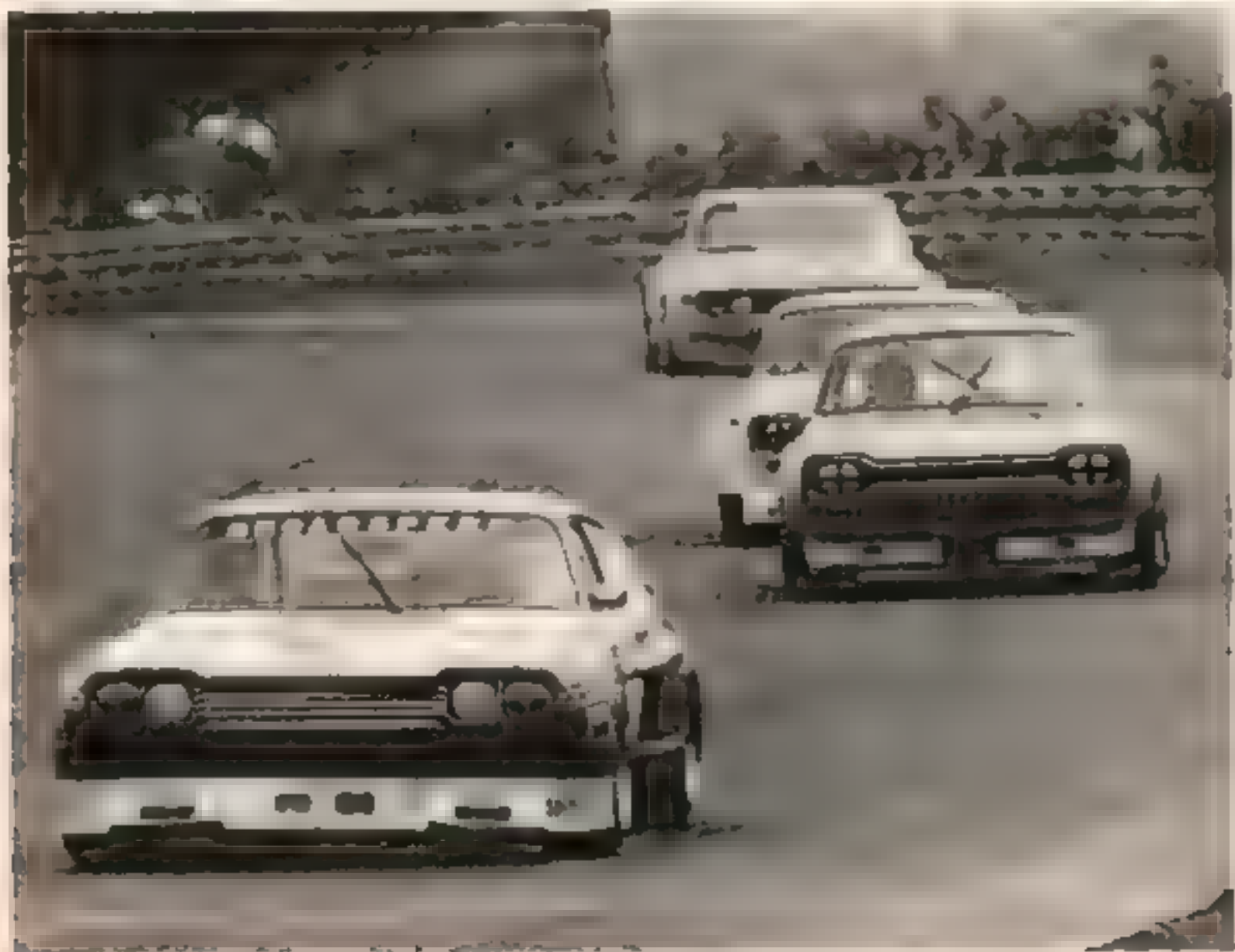
soon reducing the gap until by the 20th lap there was barely 1 s between them, and a lap later, the BMW was through into second place. But Muir's race, apart from this good recovery, did not appear to be a happy one, having great difficulties with the brakes locking up into the chicane and with the handling generally. A brakeless Hickman had been steadily closing the gap on Buncombe until lap 20 when his engine suddenly cut out across the finish line and he pulled in to retirement with black box failure. And so the race ran out with Gardner driving an immaculate race, setting a 98 mph average for the 25 laps and finishing over half a minute ahead of Muir, with Brodie a comfortable third. In fourth place, Buncombe's drive was also a very good effort, confirming his considerable ability as he acclimatises to the Escort.

Peter Hanson finished fifth overall with the others dropping out and easily picked up the 1300 award, with the prospect of some really good Woodman v Hanson battles in the offing for the rest of the season. Jon Mowatt's Mini was easily the fastest of its bunch, but had very much a lonely race to pick up sixth place, two laps down on the leaders.

With McGovern out of the race, Les Nash's Imp had the 1 litre class very much to himself for the first half of the race, but was involved in a tremendous struggle with Oli Thatcher's Escort 1300 GT, which saw the two of them changing places continually until Thatcher's Escort became stuck in second gear and he retired to the pits. With half of the race completed, Nash now had a comfortable eighth place overall behind Mowatt, but Paul Burt's Longman Mini was all set to do something about this. On the opening lap Burt was well placed with Mowatt until he had a most incredible spin at Brooklands which saw the green Mini circulating like a top at incredible speed into the infield after which Burt continued a firm last. However he picked up all his lost places to finish the 16th lap side-by-side with Nash into the chicane but Burt was on the outside and went straight on into the slip road which put him back at the tail of the field when he was allowed to continue. But still Nash was not out of trouble, for after spending much of the race dicing with 1300 Minis and Ivor Goodwin's Imp, Melvyn Adams was making splendid progress with his home-prepared Imp. By the 20th lap, privateer Adams had got himself onto the tail of Nash's Bevan Imp and attempted to get by approaching the chicane for the 21st time, but being on the outside line gave up that idea pretty smartly! However he didn't have to worry, for on the next lap Nash gave up in a cloud of smoke on Hanger Straight and Adams was left with an excellent class victory over Goodwin while local man Andy Holloway was leading them both on the first lap with his Imp before that expired at Kimpton on the second tour. The scrap behind these was quite a fraught one too with umpteen Minis changing places continually, Mike Drinkwater eventually coming out on top while the luckless Burt managed to pick up to 10th place again with a deflating tyre.

Esso Unifra Trophy for Group 2 cars
RAC British Touring Car Championship, round three
 25 laps
 1. Frank Gardner (70 Chevrolet Camaro) 34 m 30.2 s, 98.81 mph
 2. Brian Muir (130 BMW CSL) 37 m 03.2 s
 3. Dave Brodie (20 Ford Escort RS) 37 m 19.4 s
 4. Jonathan Buncombe (20 Ford Escort RS), 37 m 32.8 s
 5. Peter Hanson (13 Ford Escort), 38 laps
 6. Jon Mowatt (13 Mini Cooper S), 23 laps
 7. Melvyn Adams (10 Sunbeam mp), 23 laps
 8. Ivor Goodwin (10 Sunbeam mp), 23 laps
 9. Mike Drinkwater (13 Mini Cooper S), 23 laps
 10. Paul Burt (13 Mini Cooper S), 22 laps
 Gear 2000 cc 1. Gardner, 98.81 mph. 2. Muir. No other finishers. Fastest lap Gardner, 1 m 24.8 s, 100.02 mph (record)
 1301 to 2000 cc 1. Brodie, 94.88 mph. 2. Buncombe. No other finishers. Fastest lap Andy Rouse (20 Ford Escort RS) 1 m 25.6 s, 99.08 mph (record)
 1001 to 1300 cc 1. Hanson 90.24 mph. 2. Mowatt
 3. Drinkwater 4. Burt. Fastest lap Hanson and Vince Woodman (13 Ford Escort) 1 m 29.8 s, 94.45 mph (record)
 Up to 1000 cc 1. Adams, 85.93 mph. 2. Goodwin 3. James Burrows (10 BMC Mini) 4. Adrian Webb (10 Sunbeam mp). Fastest lap Les Nash (10 Sunbeam mp), 1 m 35.4 s, 88.91 mph (record).

Matthews leads Brodie, Rouse and Muir past the pits



● More Thruxton reports on page 48

Schuppan shows the way

By RICHARD FEAST

Vern Schuppan was a runaway winner of last Sunday's eighth Singapore Grand Prix. Driving his Singapore Airlines-sponsored March 722 in searing heat and humidity, he completed the 50 gruelling laps (156 miles) of the Upper Thomson road circuit with over 20 s in hand over Graeme Lawrence (Surtees TS15). Third, a lap down, was Hong Kong's John Macdonald, winner of the previous Sunday's Malaysian GP at Batu Tiga with his Brabham BT40. This race for 1600 cc single-seaters was really between three men, Schuppan, Lawrence and Leo Geoghegan, who comfortably led in the early stages until his all-new Berrana 273 was delayed with mechanical trouble. After losing nine laps in the pits having a misfire traced, he set off in pursuit of a new lap record. He succeeded too, brilliantly lapping in 1 m 54.9 s, an improvement of 0.8 s on the previous best by the 2½-litre Alfa Romeo-powered car of Alex Mildren.

Let's face it, the Singapore Grand Prix means very little to the average European enthusiast. Singapore? That's the place that Winston Churchill assured the House of Commons would never fall into enemy hands (only for it to do exactly that to the Japanese a few weeks later), but the name doesn't exactly ring with motor racing fever like the Tourist Trophy, the Monaco Grand Prix, the Targa Florio. Maybe it never will, but it won't be for want of trying on the part of many people on that island. The Singapore GP, now in its eighth year, has slowly been getting bigger and better, and last Sunday's event attracted the best names from Australia and New Zealand—the geographically nearest countries which have strong racing traditions—and others from Asia and Europe.

Who are the promoters who can persuade serious racing men to travel thousands of miles on a busy Easter weekend for a race that is comparatively unknown? The answer is simple—the Government of Singapore. While the Grand Prix details on the day are down to a handful of people from the local Singapore Motor Sports Club the impetus for the international flavour comes from the National Sports Promotion Board, a government department. There is enormous emphasis on all sports in the island, all encouraged and heavily subsidised by the NSPB, and the Grand Prix dominates the Easter weekend. There are posters and banners everywhere, the newspapers are full of motor racing news—"full" in this sense is almost literally true—and there are live and recorded radio and television broadcasts. The Minister for Social Affairs is present for

almost the whole four-day meeting and the President of the republic makes several appearances. Prize presentations are afterwards completed at a Somerset Maugham-like party in the President's palace, so important is the occasion.

In south-east Asia, where the storm clouds of guerrilla warfare in Cambodia, Laos and Vietnam are frighteningly close at hand, the international trading centre of Singapore is a welcome oasis of sanity. The Grand Prix is just one aspect in establishing the tiny country as the premier commercial and trading centre of that part of the world. Motor racing is having a wonderful spin-off from the political ambitions of the country.

The circuit over which the Grand Prix is run would send shivers down the collective spines of the CSI Safety Committee. To obtain the circuit the public roads are simply closed off. If there are any safety devices I didn't see any. The bus stops, the lamp posts, the water hydrants, the drainage channels by the roadside (it rains heavily every afternoon there) are all there. Four thousand people live within the confines of the 3.023-mile track and all have to be issued with passes. The only bit of metal barrier I saw was in front of the VIP stand, and that would hardly have saved anybody or anything if a car went off in the Snakes—a corner, not a reptile—then it would be stuck in the valley, in the jungle of a village house.

And what a wonderful track and racing atmosphere it is too! I say that as a spectator, bearing in mind the daunting prospect these hazards must be to a driver. It was like going back 20 years in time, when road circuits

were exactly that, not the metal barrier-fenced slot car tracks they are today. Neither did it bother the drivers unduly, for people like Max Stewart and three-times winner Graeme Lawrence have been going there for years. Anyone who considers it too risky can opt out, but most drivers said they liked the circuit and treated it with more reserve than they would a purpose-built track.

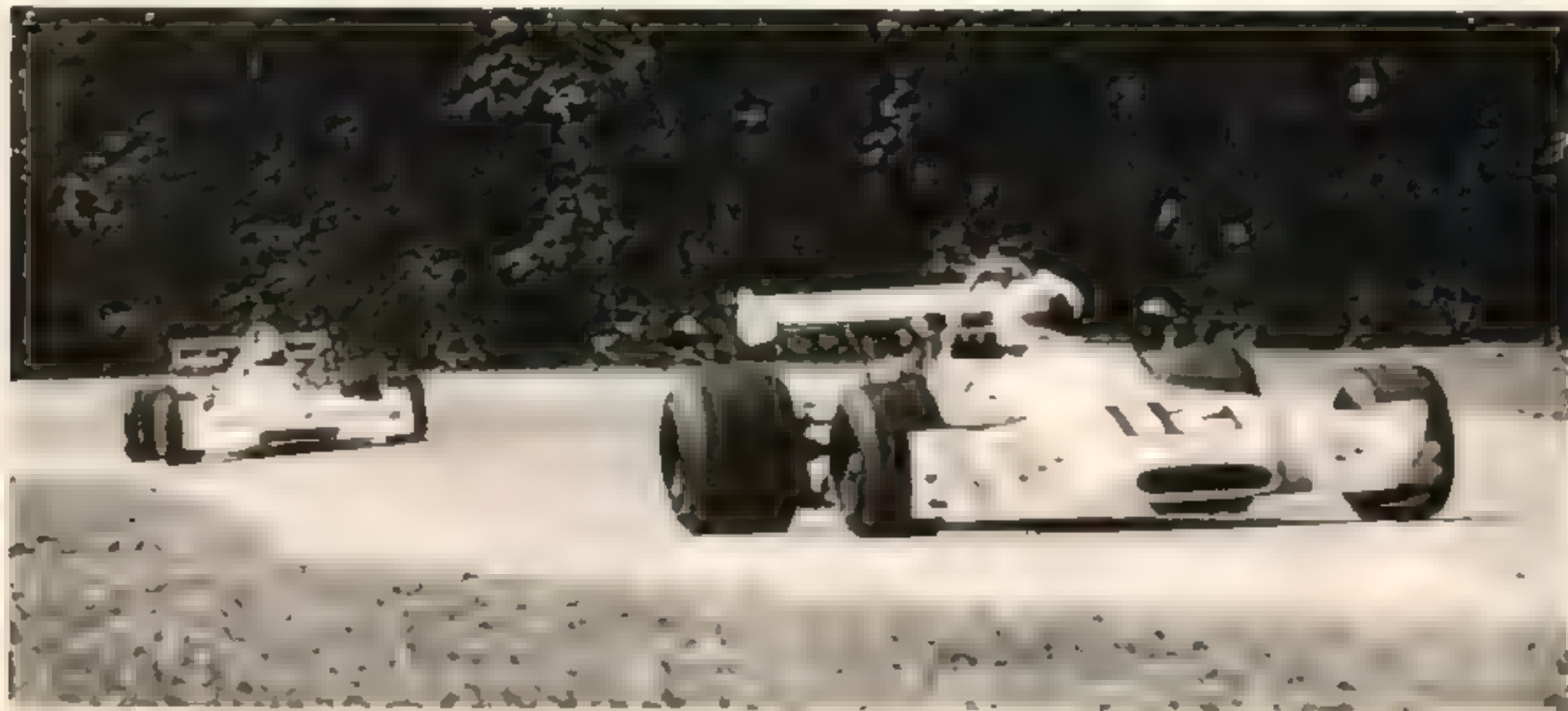
But the days of the Upper Thomson circuit are numbered. The Singaporeans glance enviously northwards at their erstwhile fellow countrymen of Malaysia, who have a permanent circuit at Batu Tiga, just outside Kuala Lumpur. The Singaporeans know that to be fully accepted by the sport's world governing body they too need one of these stereotyped showpieces. The big problem is land—the island covers only 220 square miles and the priority is an enormous development programme to house the country's 2½ million population. Despite all these social problems, Singapore undoubtedly will get its permanent circuit. The Minister of Social Affairs, Encik Othman Wok, told me, "I'll be the happiest man when we get a permanent circuit." It was significant that when the availability of land for a circuit is at such a premium the Minister should use the word "when."

While the National Sports Promotional Board contribute a great deal of money towards the event, they have cleverly attracted many sponsors. Cleverly, because the sponsorship, in kind, comes from Singapore Airlines (£20,000), Air New Zealand (£5,000) and Goodwood Hotels Corporation (£3,300). The airlines fly in the drivers, the cars, the mechanics; the hotel group accommodates them. As a carrot, the first prize in the Grand Prix is a cool 10,000 Singapore dollars (over £1,800).

This year's entry was the best yet. From Britain came Australia's Vern Schuppan with his special-bodied March 722, using a Hart motor for the first time. This car was sold before the meeting to long-time enthusiast Teddy Yip, who "owns half of Hong Kong." The local hero, Sonny Rajah, came in from Britain, where he is to compete in Formula Atlantic this year with his March 732. After his RES engine had blown up at Batu Tiga, Rajah obtained a spare Hart motor from Kenny Smith of New Zealand.

From Hong Kong came a couple of immaculate and identical Brabham Hart BT40s for John Macdonald (Cathay Pacific) and Albert Poon. Similar cars were entered by flamboyant Fred Opert for Mike Hall of the

The new Australian-built Berrana 273 of Leo Geoghegan leads the race from Graeme Lawrence's Surtees. Winner was Vern Schuppan (March 722).



USA and Brian Robertson of Canada. But Robertson crashed the car in practice when he had the misfortune to find a pool of oil deposited by Schuppan's March. "The car was a write-off," said Opert. "Not if you were Australian. They'd mend it," quipped saloon car ace Alan Moffatt standing alongside. Opert made arrangements to have the ex-Jausaud BT38 which he has bought flown to the event for Robertson, but the car only got as far as Tokyo and Robertson was a non-starter.

An even more expensive operation was launched by Pertamina, the Indonesian oil company who thought they should get into motor racing. Last year they sent motorcyclist Robert Silitonga and kart and saloon man Hanny Wiano to the Jim Russell school. They ordered a couple of GRD-Hart 272s, which were delivered last November, and had GRD's Gordon Huckle on hand to look after them. Silitonga was also a non-starter due to a practice accident.

From New Zealand came Graeme Lawrence with his Surtees-Hart TS15 and Ken Smith with his ex-Birrell March-Hart 722. The big contingent from Australia included a pair of the all-new Birrana 273 (both with Hart engines) for Leo Geoghegan and constructor Malcolm Ramsey. The Rennmax-England of Max Stewart—the "lolly green giant," so called because of his girth and the colour of his overalls—and the Dolphin-England of little Tony Stewart also represented Australia.

Japan's sole entry was from Kiyoshi Misaki in an ex-Kazato Brabham BT30 equipped with a 174 bhp Toyota Celica twin-cam motor. A smart Chevron-Hart B20 was presented for the USA's John Green, a local resident, and there were even a couple of Formula Fords, a Hawke for ANZUK soldier Dave Hayward of New Zealand and an Eiden for Steve Millen, also from NZ. Other than Sonny Rajah, the other local representation came from Harvey Simon (Elfin 600B), Jan Bussell (Palliser-BRM WDB4), Percy Chan (Lotus-RES 69) and Chong Boon Seng (Brabham BT38).

Practice, spread out over several days, correctly indicated that prime honours would be between Lawrence, Schuppan and Geoghegan. The next best men were Smith and Macdonald,

and the only other driver to break the 2 m barrier was Ramsey. Final times for the two-one-two grid—yes, that's right; the track, at about 24ft, is rather narrow!—were as follows:

Lawrence 1 m 57.1 s Schuppan 1 m 57.3 s Geoghegan 1 m 57.8 s Smith and Macdonald 1 m 59 s Ramsey 1 m 59.5 s M Stewart 2 m 1.3 s Y Stewart 2 m 1.5 s Chan 2 m 2.6 s Poon 2 m 3.0 s Ha 2 m 4.1 s Chan 2 m 7.5 s Bussell 2 m 7.6 s Wano 2 m 8.4 s Misk 2 m 11.1 s Misk 2 m 12.7 s Simon 2 m 13.8 s Green 2 m 14.4 s Hayward 2 m 31.8 s Chong 2 m 49.1 s

This field was reduced by one more on race morning. Poon, whose motor never went properly in practice, had a new one fitted overnight and arrived late at the circuit. But the timing was wrong after the change, and there was no time to get the motor running properly as the 10 am start approached.

A crowd of some 40,000 watched and waited in the hot, hot sunshine as the Grand Prix competitors made their way to the start. Even after one lap Lawrence, Schuppan and Geoghegan were established as the pace-setting trio, and they began in the opening few laps to ease away from Ramsey and Macdonald. Then came a further gap, as Smith fought hard to get by Tony Stewart. Rajah held off Max Stewart, and then came Hall, whose run was to last only seven laps before he pitted with a radiator punctured by a stone.

But Geoghegan had had enough of following the Surtees and March, and despite the Birrana's newness, by lap 6 he was in the lead. While his position looked sound enough, he was being threatened the whole time by Lawrence and Schuppan. By the eighth lap Macdonald had reversed his position with Ramsey and taken fourth, and this is the way they remained until the drama of lap 17 when the Birranas came in.

That meant there was a new race leader, Lawrence, but just after, Schuppan had other ideas and snicked ahead for the first time. He was never to lose that position. Geoghegan's trouble was a faulty ignition switch, and by the time the fault had been traced the leaders had completed another nine laps. Out of the running, but determined to make a point, the Australian went out with the expressed intention of beating the lap record. He did so too, by taking 0.6 s off

the previous best.

Fifth man Ramsey's trouble, for which there was no immediate cure, was a holed petrol tank and the driver was soaked in fuel. Thus with the two Birranas out of overall contention, T. Stewart and Smith, never more than a few feet apart, moved up to contest fourth place. On lap 21 Smith's constant pressure was rewarded, and he went into fourth at the expense of the Dolphin driver who was being practically broiled alive. Part of the car's radiator seal had come adrift inside and the hot air from the radiator was passing straight into the cockpit with obviously unpleasant results.

Thus at half distance Schuppan had a few lengths' lead on Lawrence, with Macdonald, his BT40 having only three operative brakes and about to go on to three cylinders due to a suspected broken valve, in third. Smith, having shaken off the Dolphin, was making up ground in fourth, and Tony Stewart was being caught by his larger namesake for fifth. It was at approximately this stage that the locals lost their only hope, Sonny Rajah forfeiting his seventh spot when the battery came off his March. That gave seventh to Bussell, who had been hard pressed by Green until the American had retired to the pits on lap 24.

The race pattern established, the drivers were keen in the hot sun to maintain their positions more than to race in earnest. Schuppan was pulling out around 1 s a lap, and with 10 laps to go had about half a minute's lead on Lawrence. Macdonald was running a consistent third, and was doubled by Schuppan with five laps to go. Perhaps the unluckiest man of all was Smith. Having worked hard to get by Tony Stewart, he was going well in fourth when on lap 42 he flew—literally—into the pits. A clip on the distributor cap had broken, and he lost two laps and two places while the malady was traced and cured. Fourth therefore went to Max Stewart, who had been as low as ninth in the early stages and had fought his way past Rajah (on lap 14) and Tony Stewart (lap 37).

While Schuppan controlled the race from the front like the professional he is, credit must also be given to Graeme Lawrence. It was only his sixth race since his horrifying NZOP accident, and despite low fuel pressure and having to actuate the electric radiator fan by hand after the mechanical one had packed up, he scored a good second place against great odds.

9th Singapore Grand Prix Upper Thomson circuit, April 22

50 laps, 136 miles
1 Vern Schuppan (March Hart 722) 1 h 38 m 38.9 s
91.60 mph
2 Graeme Lawrence (Surtees Hart TS15) 1 h 39 m 34.8 s
3 John Macdonald (Brabham Hart BT40) 44 laps
4 Miss Bussell (Rennmax England) 49
5 Tony Stewart (Dolphin-England) 49
6 Kenny Smith (March Hart 722) 47
7 Jan Bussell (Palliser-BRM WDB4) 47
8 Steve Millen (Eiden) 43
9 Percy Chan (Lotus-RES 69) 43
10 Harvey Simon (Elfin Ford 600B)
Fastest lap: Geoghegan, 1 m 54.9 s, 99.71 mph
1 m 57.2



All the natural hazards of a road circuit abound at the Upper Thomson track.



John Macdonald scores at Batu Tiga

Brabham BT40s, all of them previously untied, finished in the first three places in the Malaysian GP at Batu Tiga on April 15. Hong Kong provided the first and second drivers, Macdonald and Poon, and third went to Robertson in Opert's car.

The GP, run over 105 miles (50 laps) of the permanent circuit, was essentially a straight fight between the Cathay Pacific BT40 of Macdonald and Lawrence in his Surtees TS15. The New Zealander led for the first quarter but Macdonald got by leaping the back markers and pulled away. Lawrence made a strong come-back towards the end but with only six laps to go he coasted to the pits and eventual retirement with a blocked fuel line.

Lawrence and Tony Stewart in a Dolphin—an Australian style BT30—were handicapped by a 1 min penalty for allegedly jumping the start. As a retirement it didn't bother Lawrence, but it dropped Stewart from third on the road to fifth behind Macdonald, Poon, Robertson and Max Stewart, whose Rennmax

(another Brabham copy) was plagued with plug trouble for much of the race. These were the only cars to complete the distance.

Singapore's Sonny Rajah, winner last year, was out of luck with his March 732, so new its paintwork was hardly dry. Despite severe understeer, Sonny ran a consistent seventh until just before half distance when the sick, flat-sounding RES twin-cam punched a hole in the block.

Geoghegan's Birrana lasted only six laps before retiring with mechanical trouble. Hall with the other Opert BT40 lost the rear braking action but finished 11th. Another favourite, Smith (March 722), was 12th after being delayed in the early stages with an ignition problem.

Malaysian GP Batu Tiga, April 15

50 laps, 105 miles
1 John Macdonald (Brabham Hart BT40) 1 h 10 m 10.7 s
2 A Pert Poon (Brabham Hart BT40) 1 h 10 m 23.6 s
3 B an Robertson (Brabham Hart BT40) 1 h 11 m 38.6 s
4 Max Stewart (Rennmax England) 1 h 11 m 25.7 s
5 Tony Stewart (Dolphin-England) 1 h 11 m 21.8 s
6 Percy Chan (Lotus RES 69) 43 laps
Fastest lap: Macdonald 1 m 22.7 s

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JOURNALISTIC PERSPECTIVE

When the late Jim Clark won the Indianapolis 500 in 1965, the victory was heralded in banner headlines over most of the breakfast dailies. Followers of the sport blinked their eyes in disbelief at this rare accolade from Fleet Street. In hard news copy, our sport was at last respectable. Instead of the sensational disaster pictures, the night editors sensed our lone gladiator had won a war over a jealously guarded American establishment in motor racing. It's the win that matters. And if it's a sacred cow like that one in Indiana, you've conquered Everest, broken the three-minute mile or claimed one more gold medal than Mark Spitz—and in one day. If you lose then write yourself off in a blaze of glory to get the equivalent exposure.

It's a shame there aren't any more sacred cows for British drivers to rape in God's own country. Unless, of course, Jackie Stewart goes and puts it over the NASCAR boys in next year's Daytona 500. A dream that will never happen because the Scot declares Daytona out of safety bounds. And besides, it would be second best to Clark's pinnacle of achievement.

For some reason, which remains a mystery, not all of Fleet Street's motor noters have their heart in the sport. In my lifetime, Barrie Gill was the only daily reporter who banged on the Editor's desk at the Daily Herald and later the Sun. He was young, enthusiastic and damn well cared about motor racing. He wanted equal space given over to football, horses and cricket. In rather a different manner, David Benson of the Daily Express is working hand in glove with Jackie Stewart. But this is a public relations set-up, rather than good hard copy getting on the pages by merit. Stewart and Benson have done a fine job with the Express. But there is no way you can force yourself upon the reader. That's why resentment started to fester. One man's viewpoint isn't enough.

If I were a press officer at a circuit in this country, I would grant facilities to those journalists who return good mileage. And by good mileage, I mean pre-race build-up material. Copy before the event is what a promoter needs for a successful meeting. Race reports, girls pictures in the middle page spread and pictures of the race winner are merely cream on the cake.

When a newspaper sponsors an event, it doesn't necessarily mean there is a large sum of money exchanged. The promoter has merely ensured his meeting gets a certain amount of guaranteed build-up. In return, he offers the daily paper free advertising on the circuit and in race programmes, not to mention posters, public address and stickers. On this balance, the newspaper, in my opinion, comes off very much better. Which explains why I am against any kind of backing from Fleet Street in this manner.

For how long promoters will continue to court these miserly reporters, I cannot fathom. Rarely have I heard a good word in their favour. Now if I were a press officer, I'd ban most of them from my circuit and call on the sportswriters who work hard and give excellent mileage. Evidence can be seen by writers like Frank McGee of the Daily Mirror and

Ian Wooldridge from the Daily Mail. These men command great respect from their subjects and the reader. It's these sort of men motor sport needs to get across comment. They provide a good platform on controversial topics. Their copy is good reading, and gets spread across the pages. Not an apologetic inch hidden away in the news columns.

Imagine what journalists of this calibre would have made from the Chris Amon March affair: "AMON SACKED BY MARCH. Mosely gets letter from home-bound New Zealander." Nice strong copy which was screaming for the sort of coverage normally allocated to a wayward George Best. Then we have Jackie Stewart's controversial race in the South African Grand Prix. "REVSON THROWS RULE BOOK AT AUTHOR. Tyrrell defends controversial Stewart victory."

That's the sort of copy which attracts attention. I've heard many quotes at Grands Prix fall on deaf ears. But men like Brian Clough, Bertie Mee, Frank O'Farrell soon stir the pigeons when they open their mouths. When a soccer player cuts down an opposite man, it's a foul, because it is physically seen to be an injustice, which is merely underlined by a booking from the referee. Now I don't particularly want to see this kind of childish behaviour in motor racing. But at a recent Brands Hatch club meeting, when Damien McGee "fouled" Mike Wilds, a certain amount of damage was done to Wilds' car. But nothing more was hurt than pride.

McGee came roaring into the pit-lane after the race, red with fury. He leapt out of his car, threw his helmet into the cockpit and challenged anyone who dared question his manoeuvre. Fists were threatened, but the situation calmed down before it got to punches. All the onlookers knew McGee was guilty, but by God, it was great fun watching him deny his "foul" against Wilds. And a very picture-worthy situation. Anyone knowing McGee could see a mile off it was going to make good copy.

It's sniffing this sort of situation out that should be the job of a motoring journalist. Instead we get copy in the good old Express. But it's dead stuff, and does not create a talking point. Unfortunately, news does not always happen at press receptions, but a good journalist can read promising material into press releases without quoting them parrot fashion. It all boils down to knowing one's subject intimately. Too often journalists are afraid of speaking out. Why? For several reasons—personal and political.

On the personal side, they're scared of being struck off the list of jollies which are a part of a journalist's lot. They don't want to fall out of favour with the drivers, entrants and race organisers. And yet in defending their own interests, they are depriving the sport of good hard news copy which creates a talking point with the layman. The political aspect is one which differs with each paper. Believe me I know the situation. Some years ago I worked as motoring editor on a large circulation journal in Canada. I covered most motoring topics, and for this I got ample space. Whenever I mentioned the subject of motor sport, the Editor had a fit. As a matter of principle, I mounted a personal crusade to get motor racing within the pages of this journal. On hindsight, it became an obsession. I even got as far as planning a full-page colour feature in the weekend colour supplement. When the Editor saw this brewing up on the horizon, he stopped the feature immediately, and I was given the honourable boot. When I approached him on the subject, I was told it was not my business to influence his motoring readers with the dangers of motor sport.

Now I don't think any Editor of a national British daily has his head buried in the sand to that extent. I am merely pointing out that I am not getting at Fleet Street without some foundation of experience. But because motor

sport is recognised even in the smallest way by some of the popular dailies, I think their motoring correspondents should justify their cause, and rattle the chains of authority really hard. You might get snapped back into line, but I fail to see sense when the Mirror sponsors the RAC Rally and the Mail backs the Race of Champions; why don't these papers keep up that sort of coverage the year round?

That's why I say bring on the sportswriters who don't live in other people's pockets and, therefore, can afford to express their opinion. And leave the race reports to those watching from the bar. Either that, or take the Editor along to a Grand Prix, and let him see that this multi-million pound sport of ours is a bloody sight more colourful than Best's latest girlfriend.

PETERSON FOR THE HEAP?

Last summer, I visited Ronnie Peterson at his home in Maidenhead. It was the weekend before the John Player Grand Prix at Brands Hatch. The tall Swede had a problem on his mind... the sort of problem any driver would relish. You see, at the time Ronnie had the choice of staying with March or moving to BRM, Brabham or John Player Team Lotus. All three of the enemy had been infiltrating into the Peterson mind with their ideas, money and glowing prospects for the 1973 season.

It was an incredible situation not many drivers are fortunate enough to experience. Eventually, from sound reasoning, tendered with friendly advice, Ronnie informed Messrs Louis Stanley and Bernard Ecclestone his services could not be rendered to their respective teams. Which left the scales of liberty balanced between March and John Player. Like a giant monolith casting a shadow in his mind, all reasoning with March was blotted out. The temptation of the Black Box became overwhelming. Robin Herd, with unguarded regret, lost his man.

To a very small extent, I helped Ronnie on his way. But I also pointed out my reservations on his move to John Player Team Lotus. It is a well-known fact that the number two seat—yes, I repeat number two seat—can be a large cross to bear. In fact for drivers like Trevor Taylor, Peter Arundell, John Miles and Dave Walker, it has been their virtual crucifixion. However, by sweet talk Ronnie went over to the other side and Robin Herd was left in temporary desolation.

The story now comes up to date. The scene is at the hairpin. The venue Mallory Park during the Radio Luxembourg Formula 2 meeting. I meet a very reflective Ronnie, hands deep in the pockets of his overcoat, and bottom lip pouting. The Texaco Formula 2 cars for he and Emerson Fittipaldi are far from ready, and the biggest bonus he has had from John Player to that date was pole position in the Brazilian Grand Prix. I didn't like to mention it, but my thoughts went back to last July when Ronnie told me that Peter Warr promised emphatically that he would have an identical Formula 1 car to Emerson, come what may. The team were in racing to push the name John Player. The driver was of secondary importance. The signing of Ronnie was merely a worthwhile substantiation of effort in case one or the other car broke down. Having two competitive drivers in the team enhanced the chances of John Player winning races.

Ronnie's job now is not to look upon the efforts of March with envy. He must banish all reflective thought. While the situation favours Emerson right now, Colin Chapman and Peter Warr must be seen to give the Swede their promise—to treat him as equal number one—otherwise Ronnie will not be in a position to fly the John Player flag when things go wrong for Emerson.

MAX LE GRAND



Brett Lunger leads van Lennep, Russell, Belso, Thompson and McRae on lap 1

BRANDS HATCH

Thompson topples them

By MIKE KETTLEWELL

They called him "Stevie Wonder" Down-Under after his performances at Tereonga Park and Warwick Farm. British enthusiasts witnessed his great win at Mallory Park last June. There is no doubt about it: 25-year-old Steve Thompson is Formula 5000's No. 1 when it comes to wet-weather driving. At Brands Hatch last Monday during the soggy fifth round of the Rothmans European F5000 Championship, Steve quickly eased his way to the front from a third-row grid position, opened out a 12-second lead—and stayed there! Meanwhile, all those in the wake of Thompson's Servis Appliances Racing Chevron B24 had a variety of adventures and in the final run-in the first six were completed by Tom Belso, Tony Dean, Teddy Pilette, Brett Lunger and Clive Santo.

The statistics show a Chevron 1-3-4 plus a Firestone clean sweep in the first eight places, but only those who were there can really appreciate what a fantastic motor race it was. Surely never have such big cars battled so furiously for so long in such terrible conditions. The drivers were never able to let-up during the 61½ minutes it took to complete the 65 dizzy laps of the Club circuit. The spectators always had something of interest to follow; indeed, on many occasions they didn't know which battle to follow, which spin to watch. Lap-charting was almost impossible with six or more F5000s thundering by in tight formation.

Thompson justified the BP Man of the Meeting commendation. His drive was superb, but one must also acknowledge Belso's fiery drive into second, Dean and Pilette working up to third and fourth from the very back row of the grid; Lunger's brave efforts, which sadly only netted fifth after a long spell in second place, and Scot Jock Russell's daring display in both practice and the early laps of the race.

The supporting races were good and bad. Tom Pryce took his second Easter Formula Atlantic victory in a race also noted for much in-fighting, but at the other end of the scale the STP prod sports cars were a bore with

Nick Faure's Porsche Carrera best of a nine-car bunch. Other winners were Dave Millington (Firenze), Derek Lawrence (Dulon), Ray Edge (Mini Ford) and that man Thompson again, this time in the ShellSport Celebrity event. The BRSCC's organisation was up to their usual high standard, although one felt that the intervals between races need not have been so long; the meeting finished well after 7 pm.

ENTRY & PRACTICE

Nineteen cars arrived at Brands Hatch. Bob Evans' Trojan and Bobby Brown's Chevron were missing after their Snetterton problems, but newcomers to the Easter F5000 scene were Tony Trimmer with the Kent Messenger McLaren M18 (which Tony himself had rebuilt, engine and all), John Bowtell's old Rover-engined McLaren M10A/B and Chris Oates' McLaren M10B which uses parts salvaged from Keith Holland's "submarine" at Mallory Park in March 1971. Graham McRae had substituted carburettors for fuel injection on his Bartz mill and was a runner, while Colin Hyams had every intention of being a starter this time.

Seventy-five minutes were devoted to practice, but after only a quarter-of-an-hour the slightly damp track became treacherous as it began to drizzle. Minutes later it poured so the session was stopped after an hour and an extra 15-minute unofficial practice period fitted into the programme shortly before the start of the meeting, the idea being to give entrants time to make suitable adjustments.

Pole position was taken by Gijs van Lennep's ShellSport Luxembourg Lola T330 at 47.0 s to earn the Dutchman his second crate of champagne over Easter. The time was 3 s off the Redman-McRae record, however. Brett Lunger in Sid Taylor's Trojan T101 lapped in 48.4 s and, trying very hard, Jock Russell circulated his McRae GM1 only 0.8 s slower. Also on 49 s were Tom Belso (ShellSport Luxembourg Lola T330) and Graham McRae (Iberia McRae GM1), while Steve Thompson's Servis

Chevron B24 was 0.2 s slower.

There were a few spins and excursions. Tom Belso damaged that most precious of items on Lola's, a wheel (a foundry strike has caused a shortage and Belso had the team's sole remaining spare fitted for the race); Tony Dean dinged the nose of his Chevron and borrowed that off absent team-mate Bobby Brown's. Chris Oates' McLaren only appeared briefly during the unofficial session and failed to start, so the final grid was as follows.

Brett Lunger Trojan T101 48.4 s	Gijs van Lennep Lola T330 47.0 s
Tom Belso Lola T330 49.0 s	Jock Russell McRae GM1 49.0 s
Steve Thompson Chevron B24 49.2 s	Graham McRae McRae GM1 49.0 s
Guy Edwards Lola T330 50.4 s	Clive Santo Servis T511 50.0 s
Ian Ashley Lola T330 51.8 s	Alan Rollinson McRae GM1 51.8 s
Tony Trimmer McLaren M18 55.8 s	Chris Featherstone Lola T190X 55.4 s
David Oaten Begg PM5 62.0 s	Keith Holland Trojan T101 62.2 s
Colin Hyams Lola T330 67.8 s	John Bowtell McLaren M10A/B 65.8 s
Tony Dean Chevron B24 72.0 s	Teddy Pilette Chevron B24 69.0 s

RACE

As the day's races were run the track became drier, but shortly before the start any hopes of using dry tyres were dashed when it poured with rain. Everyone wore wet-weather equipment; the McRaes of McRae and Rollinson had hand-cut patterns on what were originally slicks fitted up front; Sid Taylor switched from dry Goodyears to wet Firestones and, stickler for detail that he is, changed the decals on the Lunger Trojan shortly before the start!

As the cars rocketed away they immediately became hidden in a cloud of spray. At Paddock it appeared that Lunger led van Lennep, Belso and Russell. Russell, however, was in a charging mood and was in second place behind Lunger at the end of the somehow incident-free first lap. Then followed van Lennep, Thompson, Belso and McRae with a slight gap to Rollinson, Santo, Holland, Ashley, Featherstone, Oaten and the rest.

Russell snatched the lead at Druids on lap two and started to draw away. On the fourth lap he found time to pirouette a graceful 360 degree at Druids and still continue to lead. By this time Thompson was also in a fighting mood and had annexed third place; at the end of lap four he was second and a lap later he relieved Russell of the lead along the Top Straight.

So much was happening it was difficult to comprehend everything. On the fifth lap Oaten's Begg crossed the timing line in 13th place—well, most of it did. Oaten went off along the Top Straight and spread the Begg along the Armco, a wheel and sundry suspension parts landing on the track opposite the pits. (Those in the press box had a magnificent view: it was a similar accident to that which befell Barrie Smith and his Lola T70 during the wet BOAC 1000 km in 1970.) By now, Thompson was romping away from Russell, Lunger and Belso. Van Lennep was a lonely fifth with McRae, Rollinson, Holland, Santo, Pilette, Ashley and Dean giving chase behind. Trimmer led Edwards, who had forgotten to slack-off his Lola's roll-bars for the wet and found it too "hard" to handle, while Featherstone, Hyams and Bowtell were to be found in their customary rearguard positions in danger of being lapped.

To list all the midfield place-changes would take too long. Suffice it to say that Rollinson, Pilette and Dean were moving up at the expense of their rivals and that Russell's gallant performance began to fade as he found

SUPPORTING RACES

Pryce triumphs again in Atlantic

The six supporting "clubbies" were both good and bad. Sadly, the added attraction of Frank Williams' new Iso Marlboro Formula 1 car being tested by Tony Trimmer had to be cancelled—the team had no wet tyres available.

Dave Millington's ex-Gerry Marshall Blydenstein Vauxhall Firenza romped away with the first race for big saloons. What at first looked a good dice for the 1300 cc division fizzled out when Bernard Bird's Gomshall Motor Co Mini got the better of Rob Jones's D J. Bond Mini. Fifth, behind Tony Dixon's Mini, was David Conway's Riley Elf despite the double penalty of a 10s delayed start for practising out of session and a 10 s penalty for a push start.

The BOC Formula Fords lived up to expectations and provided more entertainment, starting with Tiff Needell's accident at Druids on the warming-up laps when he broke his Lotus 69's rear suspension. Nineteen-year-old Richard Morgan snatched the

lead in his old Lotus 61, driving exuberantly to draw away from Rob Wicken's Merlyn Mk 17 and Derek Lawrence's Dulon MP15. However, Wicken's good drive ended on lap 4 when he pitted with a suspected loose flywheel and on lap 8 leader Morgan became too excited at Bottom Bend and lost the lead to the experienced Lawrence.

Lawrence drew away to win by 4.2 s, but Morgan did not fail to give up trying and held on to second place well clear of Donald MacLeod's old Merlyn Mk 11/11A which had spent most of the race battling with, first, Stephen South's Ray 73 and, later, Roger Manning's Air Call Elda PH10.

There were more sports cars on South Bank than on the grid for the STP production event. What a pity the RAC bunged the rules for a potentially good "formula" by listing exotic cars the like of which remain in the paddock, and banning the products of the small British manufacturers! John de Stefano's Porsche Carrera led the opening lap, but Nick Faure's similar and more stable car quickly took the lead at Druids on lap 2 and stayed ahead. De Stefano's race ended in a spin at Pilgrims Rise and retirement with "shock absorber trouble." Some 37 s behind the Porsche at the finish came Shaun Jackson's Triumph TR6, winner of the £1625 class. Nobody won the £3000 class as none of the Lotuses arrived, while Geoff Tili's MG Midget was fourth overall and winner of the £1200 division.

Spectators' yawns were dispersed by the

arrival of the Formula Atlantica for their 20-lapper. This was real motor racing. As with the F5000 race there were so many midfield place changes that it is impossible to record them all; the race was close and exciting, reminiscent of Formula 3 in the old 1-litre days.

David Purley (March 722) took the lead from the rolling start, but spun at Clearways and dropped to last. John Nicholson's Lyncar took over, but with Tom Pryce's D J Bond Royale RPI2A and Jim Murdoch's Tul BH2 very close behind. Pryce took the lead at Paddock on the fifth lap and opened out a healthy lead. At half-distance Nicholson lost steam, Murdoch taking him on lap 12 while the rest of the midfield pack had also consumed the Lyncar by the end.

Story of the race was Purley's climb back to second place, despite yet another spin at Druids, while Mike Mather (March 722) was a good third on the road but fell to ninth in the results owing to a 10-second penalty for a push-start. Murdoch was officially third in front of March drivers Stephen Choularton, Rob Cooper and Ken Bailey. Reg James (Bramham BT28/35) was well to the fore until he crashed at Pilgrims Rise on lap 11; he was trapped in the car for several minutes although reported to be not badly hurt.

The smaller MCD saloons performed in more entertaining fashion than their larger brethren. Ray Edge had this one nicely sewn up, his ex-John Hupkins Hotbay-powered Mini having the edge over hard-trying Ray Calcutt's Kent Messenger Imp. John Walsh's Vickers Mini got the better of John Homewood's Imp, drawing well away to take an easy third, while Homewood had his hands full keeping 850 cc class-winner Neil Dineen's Mini behind him.

The day's winners came out for the Shell-Sport Celebrity race after the F5000 event at seven o'clock. Neil Dineen had the initial advantage, but by lap three Steve Thompson was through to display his wet weather mastery again. It was a good encore, with Tom Pryce quite close in second place. Brett Lunger also joined in—as commentator The American, who had earlier performed start-line interviews, came over well, his dry sense of humour appealing to the Brands Hatch regulars.

Shellsport News Trophy (MCD Special Saloon Car Championship round, over 1000 cc (10 laps) Overall:
1. Dave Mather 2. John Hupkins 3. Ray Edge 4. John Walsh 5. Neil Dineen 6. Ray Calcutt 7. John Homewood 8. Tom Pryce 9. Steve Thompson 10. Ray Edge 11. John Walsh 12. Neil Dineen 13. Ray Calcutt 14. John Homewood 15. Tom Pryce 16. Steve Thompson 17. Ray Edge 18. John Walsh 19. Neil Dineen 20. Ray Calcutt 21. John Homewood 22. Tom Pryce 23. Steve Thompson 24. Ray Edge 25. John Walsh 26. Neil Dineen 27. Ray Calcutt 28. John Homewood 29. Tom Pryce 30. Steve Thompson 31. Ray Edge 32. John Walsh 33. Neil Dineen 34. Ray Calcutt 35. John Homewood 36. Tom Pryce 37. Steve Thompson 38. Ray Edge 39. John Walsh 40. Neil Dineen 41. Ray Calcutt 42. John Homewood 43. Tom Pryce 44. Steve Thompson 45. Ray Edge 46. John Walsh 47. Neil Dineen 48. Ray Calcutt 49. John Homewood 50. Tom Pryce 51. Steve Thompson 52. Ray Edge 53. John Walsh 54. Neil Dineen 55. Ray Calcutt 56. John Homewood 57. Tom Pryce 58. Steve Thompson 59. Ray Edge 60. John Walsh 61. Neil Dineen 62. Ray Calcutt 63. John Homewood 64. 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Tom Pryce 1122. Steve Thompson 1123. Ray Edge 1124. John Walsh 1125. Neil Dineen 1126. Ray Calcutt 1127. John Homewood 1128. Tom Pryce 1129. Steve Thompson 1130. Ray Edge 1131. John Walsh 1132. Neil Dineen 1133. Ray Calcutt 1134. John Homewood 1135. Tom Pryce 1136. Steve Thompson 1137. Ray Edge 1138. John Walsh 1139. Neil Dineen 1140. Ray Calcutt 1141. John Homewood 1142. Tom Pryce 1143. Steve Thompson 1144. Ray Edge 1145. John Walsh 1146. Neil Dineen 1147. Ray Calcutt 1148. John Homewood 1149. Tom Pryce 1150. Steve Thompson 1151. Ray Edge 1152. John Walsh 1153. Neil Dineen 1154. Ray Calcutt 1155. John Homewood 1156. Tom Pryce 1157. Steve Thompson 1158. Ray Edge 1159. John Walsh 1160. Neil Dineen 1161. Ray Calcutt 1162. John Homewood 1163. Tom Pryce 1164. Steve Thompson 1165. Ray Edge 1166. John Walsh 1167. Neil Dineen 1168. Ray Calcutt 1169. John Homewood 1170. Tom Pryce 1171. Steve Thompson 1172. Ray Edge 1173. John Walsh 1174. Neil Dineen 1175. Ray Calcutt 1176. John Homewood 1177. Tom Pryce 1178. Steve Thompson 1179. Ray Edge 1180. John Walsh 1181. Neil Dineen 1182. Ray Calcutt 1183. John Homewood 1184. Tom Pryce 1185. Steve Thompson 1186. Ray Edge 1187. John Walsh 1188. Neil Dineen 1189. Ray Calcutt 1190. John Homewood 1191. Tom Pryce 1192. Steve Thompson 1193. Ray Edge 1194. John Walsh 1195. Neil Dineen 1196. Ray Calcutt 1197. John Homewood 1198. Tom Pryce 1199. Steve Thompson 1200. Ray Edge 1201. John Walsh 1202. Neil Dineen 1203. Ray Calcutt 1204. John Homewood 1205. Tom Pryce 1206. Steve Thompson 1207. Ray Edge 1208. John Walsh 1209. Neil Dineen 1210. Ray Calcutt 1211. John Homewood 1212. Tom Pryce 1213. Steve Thompson 1214. Ray Edge 1215. John Walsh 1216. Neil Dineen 1217. Ray Calcutt 1218. John Homewood 1219. Tom Pryce 1220. Steve Thompson 1221. Ray Edge 1222. John Walsh 1223. Neil Dineen 1224. Ray Calcutt 1225. John Homewood 1226. Tom Pryce 1227. Steve Thompson 1228. Ray Edge 1229. John Walsh 1230. Neil Dineen 1231. Ray Calcutt 1232. John Homewood 1233. 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The tables were turned well and truly at Mallory Park last Monday in the third round of the John Player F3 Championship with Australian Alan Jones in the DART GRD 373 scoring the first international win for the team, after two good club victories already and a second to championship leader Russell Wood at Oulton Park the previous Friday. On a track which started wet and gradually dried out, the setting up of the cars played a crucial part, for everyone was using the same "wet" rubber but some found their cars wearing it out more quickly. Tony Brise, after catching and passing Jones in the first half of the 40-lap race, found his GRD becoming more and more unmanageable and had to give beat to the Australian although he was still well ahead of Wood, who started slowly but went faster and faster to finish third.

The depressing weather kept the crowd down to less than usual Bank Holiday size but the BRSCC Midland Centre recovered from their aberrations at the recent F5000 meeting to promote an enjoyable afternoon's sport. Highlights among the supporting races included a virtual dead heat between the Minis of Peter Baldwin and Graham Lloyd in the 1-litre Esso Uniflo round and an almost equally close finish in the non-championship Formula Ford thrash which went to Tony Roulf's Merlyn Mk 20A.

ENTRY & PRACTICE

The organisers arranged practice on a novel first come, first served basis which worked reasonably well although the heavier rain in the second session showed up the snags of the system where track conditions vary. The result was a full grid of 20 cars for heat one and the remaining 13 in heat two although several non-starters meant that only a few would stand a chance of qualifying for the 20-car final. Most unfortunate of these was Neil Ginn who had worked all weekend to rebuild his GRD around a borrowed tub only to crash again while trying the car out in the early morning FF session.

On pole position for the first heat was Tony Brise who had bolted the back end of his Oulton Park car (actually the GRD 372 from last year) on to the 373 chassis to overcome the accident damage caused in his shunt with Val Musetti while leading the final. Times meant little in the conditions but, for what it's worth, Brise was 0.4 s faster than Ian Taylor's Bety Group March 733 which was in turn 0.4 s ahead of Russell Wood's Chequered Flag 733. All three drivers looked confident on the slippery surface while two more who stood out were Mo Harness, whose Modus Team Ensign had been completely rebuilt after Oulton Park, and Roger

MALLORY PARK

Jones masters the wet

Keele in the Alan McKenna March 723. Brise's time was 54.0 s and Keele's 55.4 s. After that there was a gap of 0.8 s to Masami Kuwahara, still in his Roytan Racing GRD 372 but seemingly less happy than at Oulton in the wet. He shared row three of the grid with Hakan Dahlqvist's Merlyn Mk 22 and Lionel Friedrich's March 733, the Swede and the Brazilian continuing to impress on strange tracks.

Another Swede, having only his third F3 race after winning the Swedish Group 1 Rally Championship and going faster all the time as his experience grows, was Ingvar Carlsson in a GRD 373 and he shared row four with fellow Swede Gunnar Nordstrom in a similar car. The German, Wolfgang Bülhoff followed in his GRD 373 and Randy Lewis should have occupied the slot in the middle of the fifth row but his Wrangler Brabham BT41 non-started. Richard Roberts in the Myson Racing GRD 373 was fractionally quicker than Ulf Svensson's Brabham BT41 which ensured the Englishman of the last place on that row. Next to the Swede was Antiguan Mike Tyrrell in the Marc Gregory Ensign LNF3/72, Simon Sherman, who never appeared at Oulton Park with his Royale RP11, actually practised at Mallory but joined Lewis as a non-starter which left the penultimate row to John McDonald's GRD 373, and the older 372 of Roger Craven, which uses the rare Race Engine Services Ford twin-cam. Neither of these cars had appeared at Oulton either. At the back were the Ensign of Dutchman Roelof Wunderink and Nick Crossley's new March 733.

Alan Jones had little difficulty in annexing pole position for the second heat in the DART GRD 373 although it was by now raining quite hard. His time of 57.4 s was nearly 2 s better than Damien Magee's Brabham BT41 but since the Ulsterman's head gasket had blown and he was driving with one eye on the water temperature gauge, he was more than satisfied to be on the front row. Also, no doubt, well pleased to be where he was was the Uruguayan Pedro Passadore, who equalled Magee's time in his ex-Rousselot GRD 372. Passadore, who created a good impression in his first F3 race at Oulton, is the 1972 Sudam Champion, the South American equivalent of Formula 2, and is therefore by no means inexperienced in single-seaters. Mike Wilds at last found himself an engine that stayed together in his Dompeter Ensign and occupied the inside

berth on row two. Alongside, rather surprisingly, was American unknown Tom Hillier and one wondered whether the timekeepers were attempting to emulate their feat at the same meeting last year when they put another American Ensign driver, Ken Mackintosh, on the front row for his head Barrie Maskell found the Dastle Mk 11 less of a handicap in the (very) wet and was on to the third row with very few laps of practice. Brian Henton, and Larry Perkins, two who had spent the weekend rebuilding their GRDs after Oulton, flanked the Dastle.

After Perkins came yet another GRD which had needed a few new parts over Saturday and Sunday, that of Jerry Gambs, and he had John Sheldon for company, the Royale driver having had a new engine rather than new suspension after Oulton Park! Val Musetti sat at the back in the Roytan Racing Royale RP11A together with Nicky von Preussen's March 733. John Little should have joined them with his new Ensign but the effort of coming fourth at Rufforth on Saturday must have been too much for he non-started.

HEATS

With Brise underlining his practice effort with a fine start to lead heat one into Gerards, the first ten laps looked like a foregone conclusion. The pundits were soon put in their place by Ian Taylor, who outbraked the GRD at the hairpin on the first lap, and took over the lead for the duration. The March driver never put a wheel wrong and was a delighted winner by 1.4 s from Brise. Harness was never out of third place although he was tailed for much of the race by Wood, who was only sixth on lap one, but quickly disposed of Dahlqvist and Friedrich. The Merlyn carried on for a lonely fifth but Friedrich had his hands full keeping Carlsson and Keele at bay. He succeeded, but only just. The only incidents in an uneventful race were spins by Kuwahara and Tyrrell at Gerards. The Japanese driver had to stop for a clean vicar and lost all chance of a place in the final while Tyrrell only got going again as the leaders completed their last lap.

The second heat was relatively tame by F3 standards, too. Jones went off into the lead and drew inexorably ahead of Magee, whose engine was still not running quite right after a mid-morning rebuild. However, he had enough power and guile to keep the level-

Russell Wood leads Pedro Passadore (GRD), John Sheldon (Royale) and Ingvar Carlsson (GRD) out of the Hairpin



headed Passadore behind him till the end. Once Wilda had found a way past the GRD of Perkins he established himself in a secure fourth and left Perkins to fight over fifth with Maskell and Henton. The Dastle thwarted the Australian on the last lap by 0.2 s. Only retirement was von Preussen who decided intermediates on a soaking track were a certain recipe for disaster.

FINAL

The first 12 from heat one and the first eight from heat two made up the final which began with the track still very wet but the rain had actually stopped falling and looked likely to stay away. However, it was wet all round although Magee chose wider wets than normal in the hope that it would dry out quickly.

A faster heat time, despite his lonely drive, had given Jones pole position and he took full advantage of this to lead the field into Gerards with Taylor and Magee slotting in behind to keep Brise out of the first three on the first lap. This was completed with Harness in fifth position followed by Passadore, Dahlqvist, Carlsson, Wood, Freidrich, Maskell, Wilda, Perkins, Henton, Bulow, Keste, Nordstrom, Roberts, Svensson and Sheldon. The whole apple cart was very nearly drastically upset by Taylor at Gerards on lap two when he revolved coming out of the corner without hitting anything or anybody and he was able to resume racing in sixth place. However, this nonsense had allowed Jones to make a good break and Brise, who was past Magee by now, had a fight on his hands to make up the lost ground. From lap two to lap 15 the Kent driver worked away at the gap until lap 15 was completed with the two cars nose to tail. On the next lap Brise was through into the lead and immediately opened a few seconds lead. It was all over, we thought. Not a bit of it, for the track was now drying on the racing line and Jones had not given up the fight. After a few more laps, the gap started shrinking again and the leading GRD was understeering more and more at Gerards, where much time can be gained or lost. Just 10 laps after taking the lead, therefore, Brise found himself second again and there was nothing he could do about it. He hung on and was only 3 s adrift at the finish but it was very definitely Jones's race and a well-deserved first international win.

With Jones established in the lead once more, Wood started attracting attention after his indifferent start which had seen him down in 10th place on lap two. He pulled himself together, sorted out the spray, and flashed past car after car until he was in with a fair chance of catching Taylor, who had regained third after his spin. Taylor was having the same trouble as Brise, showing how apparently similar cars can perform very differently, for the two leaders were in GRDs and the next two in Marches. With just over 10 laps to go Wood took over third place and ensured himself of a further 12 points to consolidate his early lead in the John Player Championship. Taylor's troubles were not over for Harness found the Ensign performing better on the drying surface and mounted a challenge in the closing stages which ended with a spin at the hairpin when the door was closed by the March driver. Harness resumed still fifth but only just in front of Magee and Freidrich. He lost it again at the hairpin and crunched the nose of the Ensign, finishing a disappointed 10th.

Just to make Taylor work for his money Magee took up the challenge, aided by the performance of his tyres on the dry track, but Taylor's years in Formula Ford have taught him a thing or two; the Ulsterman found the way barred and had to be content with fifth and fastest lap. Freidrich wanted to join in the fun too but his efforts ended with a spin at the Esses on the last lap, although he recovered before being passed, and emphasised his growing stature as a single-seater driver. Fellow South American Passadore had fought for many a lap to hold on to sixth place from the impressive Carlsson. The Swede eventually retired with disorder among



Winner Alan Jones leads Ian Taylor and Damien Magee.

the valves but Passadore was not destined to finish either for the GRD collided with the sleepers at the Esses on lap 31, possibly after a tyre had deflated. Another in wheel trouble was Dahlqvist, but he actually lost one on Stebbe Straight. Fortunately both Merlyn and wheel came to rest without harm. All bar the first six were lapped and the only other casualty was Keste who made the front suspension of his March rather too independent against the Gerards bank after a contretemps with Bulow, who carried on later.

SUPPORTING RACES

The Esso Uniflo Special Saloon and ShellSport Clubmen's Championship races were split into two races at the 1-litre mark. Peter Baldwin's Cooper S won the small capacity saloon event but only after he had been caught and passed by Graham Lloyd in the Mini-Ford, which then seemed assured of victory. However, Lloyd then half spun at the hairpin on the very last lap and Baldwin sneaked alongside round Devils Elbow, to win by all of six inches. There was more Mini sport in the second race, although it all happened behind Mick Hill whose Capri V8 took advantage of the dry track to win with relative ease. The Minis of Bob Fox and Ian Briggs were never far behind although Fox retired near the end with failing oil pressure. The best Mini dice involved the Cooper Ss of David Boon, in the car he shares with Jim Balmer, and Tom Powell. This pair changed places like F3s with Boon being in the right place on the last lap to ensure second in class.

There were only eight starters in the 1-litre clubmen's race but the lap chart became more complicated than many a one with 20 Derek Walker led for two laps after a finely-judged start which earned him a 10 s penalty. However, Ladybird stripped her differential on lap 3 and Peter Cooke, Walker's sparring

partner from Oulton, was left with a lead which Martin Young, who had badly muffed his start, tried to reduce and failed by 1.4 s, in his U2 Mk 11B. Derek Bevans in the family DRW Mk 7CB found his misfire less of a handicap in the wet and took a safe third while, after much changing of places, Martin White's U2 Mk 11 took fourth.

Dick Mallock made up for his Oulton Park indiscretion by winning the over 1-litre race in the repaired U2 Mk 12. For three laps he hounded Noel Stanbury's Gryphon C73 before taking the lead at the Esses. Stanbury's efforts to keep up lap back-markers at the same time ended in a spin at the hairpin which dropped him to seventh. Some fast and furious driving took him all the way back to second, passing Malcolm Jackson's BGL Mk 1 on the last lap. Richard Groombridge's latest Hustler CF3A, on the front row needed a push start and then spun at Gerards on the first lap. Running on unsuitable intermediates, Groombridge caught up and could have taken second on the road but for a spin at Gerards on the last lap. Another out of luck was Welshman Vernon Davies, who had repaired his U2 Mk 11B after Oulton, only for the throttle to stick open while he was lying close behind Stanbury and Mallock, and he had to call it a day.

Tony Rouff, his F3 GRD unimpaired after Oulton, consoled himself with a win in the non-championship Formula Ford race in his Merlyn Mk 20A. Fellow American Rich Bacon in an older Merlyn Mk 11A caught right up on Rouff, who had made a magnificent start, and took over the lead with a lap to go. Rouff repassed at Gerards for the last time and held on to win by 0.3 s. Chris Fearons' Titan Mk 6 emerged from the bunch disputing third to tag along with Bacon and ensure himself of that position.

IAN TITCHMARSH

MALLORY PARK RESULTS										
John Player Formula 1 Championship round 3										
Mallory Park Apr 23										
40 laps 54 miles										
1	Alan Jones	Ensign	2	Alan Jones	Ensign	3	Alan Jones	Ensign	4	Alan Jones
5	34	Mk 11	6	34	Mk 11	7	34	Mk 11	8	34
9	34	Mk 11	10	34	Mk 11	11	34	Mk 11	12	34
13	34	Mk 11	14	34	Mk 11	15	34	Mk 11	16	34
17	34	Mk 11	18	34	Mk 11	19	34	Mk 11	20	34
21	34	Mk 11	22	34	Mk 11	23	34	Mk 11	24	34
25	34	Mk 11	26	34	Mk 11	27	34	Mk 11	28	34
29	34	Mk 11	30	34	Mk 11	31	34	Mk 11	32	34
33	34	Mk 11	34	34	Mk 11	35	34	Mk 11	36	34
37	34	Mk 11	38	34	Mk 11	39	34	Mk 11	40	34
41	34	Mk 11	42	34	Mk 11	43	34	Mk 11	44	34
45	34	Mk 11	46	34	Mk 11	47	34	Mk 11	48	34
49	34	Mk 11	50	34	Mk 11	51	34	Mk 11	52	34
53	34	Mk 11	54	34	Mk 11	55	34	Mk 11	56	34
57	34	Mk 11	58	34	Mk 11	59	34	Mk 11	60	34
61	34	Mk 11	62	34	Mk 11	63	34	Mk 11	64	34
65	34	Mk 11	66	34	Mk 11	67	34	Mk 11	68	34
69	34	Mk 11	70	34	Mk 11	71	34	Mk 11	72	34
73	34	Mk 11	74	34	Mk 11	75	34	Mk 11	76	34
77	34	Mk 11	78	34	Mk 11	79	34	Mk 11	80	34
81	34	Mk 11	82	34	Mk 11	83	34	Mk 11	84	34
85	34	Mk 11	86	34	Mk 11	87	34	Mk 11	88	34
89	34	Mk 11	90	34	Mk 11	91	34	Mk 11	92	34
93	34	Mk 11	94	34	Mk 11	95	34	Mk 11	96	34
97	34	Mk 11	98	34	Mk 11	99	34	Mk 11	100	34

SUPPORTING RACES RESULTS										
Esso Uniflo Special Saloon Championship round 10										
Mallory Park Apr 23										
40 laps 54 miles										
1	Alan Jones	Ensign	2	Alan Jones	Ensign	3	Alan Jones	Ensign	4	Alan Jones
5	34	Mk 11	6	34	Mk 11	7	34	Mk 11	8	34
9	34	Mk 11	10	34	Mk 11	11	34	Mk 11	12	34
13	34	Mk 11	14	34	Mk 11	15	34	Mk 11	16	34
17	34	Mk 11	18	34	Mk 11	19	34	Mk 11	20	34
21	34	Mk 11	22	34	Mk 11	23	34	Mk 11	24	34
25	34	Mk 11	26	34	Mk 11	27	34	Mk 11	28	34
29	34	Mk 11	30	34	Mk 11	31	34	Mk 11	32	34
33	34	Mk 11	34	34	Mk 11	35	34	Mk 11	36	34
37	34	Mk 11	38	34	Mk 11	39	34	Mk 11	40	34
41	34	Mk 11	42	34	Mk 11	43	34	Mk 11	44	34
45	34	Mk 11	46	34	Mk 11	47	34	Mk 11	48	34
49	34	Mk 11	50	34	Mk 11	51	34	Mk 11	52	34
53	34	Mk 11	54	34	Mk 11	55	34	Mk 11	56	34
57	34	Mk 11	58	34	Mk 11	59	34	Mk 11	60	34
61	34	Mk 11	62	34	Mk 11	63	34	Mk 11	64	34
65	34	Mk 11	66	34	Mk 11	67	34	Mk 11	68	34
69	34	Mk 11	70	34	Mk 11	71	34	Mk 11	72	34
73	34	Mk 11	74	34	Mk 11	75	34	Mk 11	76	34
77	34	Mk 11	78	34	Mk 11	79	34	Mk 11	80	34
81	34	Mk 11	82	34	Mk 11	83	34	Mk 11	84	34
85	34	Mk 11	86	34	Mk 11	87	34	Mk 11	88	34
89	34	Mk 11	90	34	Mk 11	91	34	Mk 11	92	34
93	34	Mk 11	94	34	Mk 11	95	34	Mk 11	96	34
97	34	Mk 11	98	34	Mk 11	99	34	Mk 11	100	34



Harry Phillips' Corvette leads John Evans' Elan in the mod sports race

SILVERSTONE

Green impressive

When the BRDC first started organising the series of club meetings at Silverstone in 1972 many people were sceptical of how efficiently they would manage the task, but after last Monday's mammoth 10-race affair, held in varying weather conditions from bright sun to torrential rain, no one can have any doubts. The races were run in a very efficient manner with excellent fields providing, almost without exception, an exciting race with a close finish. Star of the day, and KMS Driver of the Meeting, was undoubtedly Willie Green who carved through the field in very wet conditions to win the British Empire Trophy for historic cars qualifying round in the Bamford Maserati 250F. The STP Formula Ford entry had to be split into two heats and a final, all of which provided typical Silverstone slipstreaming battles with the victory going to Frank Hopper's Royale-Vagantune RP16 in the last dry race of the day. Richard Lloyd again defeated the BMWs with his Camaro but Gordon Spice excelled himself by finishing a very close second in the Wishart Capri.

The day's sport opened in glorious sunshine with the first STP FF heat. Richard Hawkins in the Link Fasteners' Titan Mk 6 always looked in command of the race but was challenged by Patrick Nave (Merlyn Mk 24) for the first five laps until the Belgian spun it at Copse and lost five places. The race was highlighted by a number of displays of dangerous driving which resulted in a number of shunts, mainly at Woodcote, luckily without any driver being seriously hurt. Behind the hairy Hawkins there was a very close battle which was resolved in the order Graham Ekinington (Royale RP16), David Heale (Dulon LD9) and Colin Emery (MRE 73F).

The Castrol G1 cars were as usual split into two races, the first being for up to £800 and £1,050 to £1,500 cars. The race was a display of Bernard Unett's complete domination of the category as he pulled away at about 2 s a lap to win and take a new class lap record at 1 m 15.0 s. If Unett's driving was good, that behind him can only be described as suicidal. Alan Wilkinson started his Mexico from the middle of the front row and dived for second place until spinning at Copse on lap two. He then mixed it with a group battling for third place and was getting so sideways that first Neil McGrath (Mexico) spun to avoid him and then so did Jeff Haselwood (Mexico). Eventually Wilkinson collided with Barrie Williams' Fireza and retired with a very bent motor car. A safe second place was taken by Tim Stock's Fireza after a

lonely drive and the third place battle was eventually left to Denis Thorne from Williams and Derrick Brunt (Firezas). Needless to say the small class was won by Tony Lanfranchi from John Hornfield's similar car. Dollybird "Olinkha" disgraced herself by spinning her comrade car into the bank at Woodcote on the last lap.

Although the Sports GT race didn't receive a very big entry all the runners were immaculately prepared and provided a good race. Our old friend John Jordan brought his McLaren M8B (with last year's engine rebuilt—the demon Richardson motor is not yet ready) for its first race of the year. The blue beast was not handling well as the suspension has been rebuilt and it needs setting up again. It was just three cars on which everyone's attention was centred—those of Jordan and John Markey with Ian Grob's two-litre Chevron B23 tucked in behind. Grob was always in third place but drove a sensible race just behind the big bangers waiting for a mistake (which didn't come!). Jordan and Markey swapped places at least once a lap, but the McLaren just held off Markey to win. However, Jordan and Grob both had 10 s penalties for push starts so Markey won from Jordan and Grob. Frank Aston drove a steady race into fourth place using a new FVA to replace the one he blew up at Aintree in his Astra RNR1. Michael Andrew (Alexis) won the small class and broke the class lap record.

The second STP FF heat was a furious battle between Chris Woodcock (Coats International Merlyn Mk 20A), Ian Beresford (Paliser WDF3) and Frank Hopper's Royale RP16. Hopper made a demon start from the third row of the grid and forged his way through but never quite displaced Woodcock for the lead. The Merlyn eventually beat the Royale by 0.8 s with Beresford a similar distance down. Steve Jefferies had a good race into fourth in the Merlyn Mk 20 which he had never raced before. The race again featured a number of accidents which were potentially very dangerous but luckily resulted in no serious injuries.

The modsports brigade justified the BRDC's faith in them by turning up in good numbers for a non-championship thrash. A number of new or improved cars were to be seen notably Harry Phillips racing the demon Jiffy Packaging 7-litre Corvette Stingray for the first time and modsports stalwart Chris Westell sporting a new 1275 cc motor in his Midget. Brian Hough turned the race into another display of his current domination by

scorching away to win easily despite looking decidedly twitchy in the corners. Phillips in the very new car which obviously has a lot of potential had a very close dice with John Evans Arkracing Elan. Try as he may Evans could not get by, finding the Stingray to be a very wide Jiffybag and finished right up its chuff. Ian Richardson was looking very happy—his engines were first and second! Best dice was between two class winners when Brian Lambert (Ginetta G4) just held off Malcolm Beer's MG Midget.

All the Monoposto regulars were out for a round of the Sta-Power Championship. Despite arriving late on the grid it was Trevor Scarratt (BT16) who led away alongside Alan Baillie's Dulon-based Viking. The two proceeded to pull away and dice closely throughout the race although Scarratt asserted his authority on the last lap to pull out and win by 3 s. Brian Jordan (Nike) and Brian Colvin (Merlyn Mk 9) trailed in third and fourth. The familiar face of Ken Crook (Lotus 41) was to be seen behind the wheel of the winning small class car.

Fifteen laps were allocated for the STP FF final and they were action packed. After two hectic laps the field split into groups with Hawkins, Hopper and Woodcock in the leading bunch. At first Hawkins held the upper hand but after a hairy moment in Woodcote after 12 laps, which also delayed Woodcock, Hopper was able to pull out enough to win from Hawkins and Woodcock who both had moments on the last lap as well! It was equally close for third place with Ekinington just beating Heale and Bill Biley (Royale RP16). Doug Bassett was just getting his Nike going when he spun early on, and had to watch the whole field pass him on either side as he sat stationary at the entrance to Woodcote.

Just before the start of the British Empire Trophy race the heavens opened and drowned the track so it was a very wet field of histories which eventually splashed away into the gloom. Charles Lucas held an early lead in Lord Hesketh's Maserati T51 but was soon overhauled by John Harper's Forward Enterprises Lister Jaguar. But from the back of the grid (after practice problems) Willie Green was flying through in the 250F. Willie was in fine style and confounded Ladbroke's by taking the lead after six laps and pulling away to a superb win and to collect £80 for the bet he put on himself (such confidence!). Behind him Luke and Harper fought it out but Harper was able to hoof away and held on to second place for the last couple of laps. The atrocious weather resulted in most competitors taking it gingerly so Neil Corner (250F) and Colin Crabbe (Ferrari Testa Rossa) came home safely in fourth and fifth places. Willie Green now leads the British Empire Trophy with 11 pts from Harper and Corner on 10.

With the track still very wet the other two G1 classes were scratching their heads about tyres for the Castrol round. Tony Lanfranchi with his BMW 3.0Si shod with Firestone F100s, took the early lead from pole man Richard Lloyd (Camaro), Gordon Spice (Capri) and Les Leston (Camaro). Lloyd was soon into the lead and Leston had a quick spin at Becketts, while Roger Bell called it a day after only three laps well down the field. Lanfranchi and Spice continued to chase Lloyd with Spice making a superhuman effort by disposing of Lanfranchi and almost passing Lloyd on the last lap. Fright of the day was caused by Tom Leake who spun his Simca Rallye in front of the leaders in Woodcote and resulted in a series of amazing avoidances! John Brindley's Capri took fourth place from a recovered Leston. Ivan Dutton again took the small class with his Escort Sport.

The large crowd started to trickle away as the rain came on more heavily for the formula libre race to close the day. John Jordan led for the first lap but Bobbie Bell then took the BRM P83 through and pulled away to an easy win. Jordan had no trouble holding on to second place ahead of the rest of the small and bedraggled entry.

PETER RICHINGS

Results on page 52



Willie Green's Maserati 250F laps Rogers' Lotus Bristol and Beasley's Lotus 11



Barry Oddy's Cooper 500 took second in class

LOTON PARK

Damp opener to series

Not even a steady fall of rain, which all but wrecked the opening round of the RAC Hill-climb Championship at Loton Park on Monday, could stop Sir Nicholas Williamson from dominating the proceedings. "It's getting better," said the reigning Champion of his special Cosworth DFV-powered Marilyn. The driver, too, was at the peak of his form and really flung his machine about on the saturated track. And this only a week after he had crashed the car at Wiscombe.

The Hagley & DLCC opened the now unsponsored championship with all the top single seater drivers. Unfortunately for them much of the cream from the other classes had chosen only to go to Harewood the previous day to chase Castrol/BARC points. Thus it was that many of the classes at the Duckhams sponsored meeting featured new names in the awards list.

Points are no longer awarded in the Championship for record breakers but it didn't really matter for in these conditions in spite of a newly resurfaced track nobody was going to get anywhere near a record. Thus the absent Mike Flather held on to his record in the small touring car class which was won by Colin Rogers (Cooper S) who easily demolished the rest led by Peter Riley (Imp). The middle touring class featured Stewart Beddow (Cooper) as a slower winner from Andrew Waring's Escort. The Escort of Alan Humphries took the larger class from Gordon Bolum's pretty Abarth 137C.

The 1300 cc modified sports car class just had to be a win for Russ Ward's Aldon Sprite. Dominate things the Cheltenham driver did in fine fashion winning from Alan Warburton and Carol Lloyd's Spridgets. There was another convincing win in the 1600 cc class with John Melfor (Lotus Elan) easily walking away from Darrell Hughes' Morgan 4/4. Handling the brute power of his AC Cobra well Bryan Wilson put one over Nigel Pow's silver E-Type for the fastest modified sports car time.

Now Allard supercharged, the ex-Chris Cramer Terrapin sports racer of Terry Sims is still a class winner in the hands of the RAF man. The car seems to handle better than it did in Cramer's day and easily beat Derek Lloyd's Landar in the small racing car class. Fastest in a U2 dominated 1600 cc class was David Morris's FVA powered Mk 11X. Local man Alister Douglas-Osborn (U2 Mk 12) left the road on his second run, but took runner-up position with his first, ahead of Michael Utley's Elva and John Stuart's BDA powered U2. Phil Scragg is really pleased to be back in a big sports car, having unsatisfactorily toyed with both Lola and Chevron 2-litres. He remained, yet again, unbeaten with his ex-Tony Bancroft

Chevron B19 built originally for the European Mountain Championship but never used as such. His 3-litre Alpina BMW engine was enough to see off the Playgolf Chevron B8 of John Cleland, who attacked the marker cones very vigorously on his first run. Only Maggie was driving the family Blankstone GT40 with brother-in-law David present as steward. The ladies' award was here on this occasion.

The 500 owners were really out in force throwing their narrow-tyred projectiles about at the most impossible angles on the greasy circuit. Cooper exponent, John Turner, driving faster than most, took the class from Barry Oddy and Paul Schroeder, also both in Coopers. Five meetings and five wins. Is there no beating Hudaman Garages'—David Franklin? The Imp expert and former autocross driver driving rapidly, as usual, took his class from the Squires family in their Brabham BT28, Andrew beating Paul on this occasion.

Another man who used to autocross, Ken MacMaster, winner at the earlier Loton, drove his GRD neatly in the diabolical conditions to win the 1600 cc class. Geoff Rollason was perhaps trying a little harder and as a result went straight on at the Triangle on his first run. Conditions were worse for his second attempt, but nevertheless he got very close to MacMaster, both of them qualifying for the Top 10 runs. Tony Lambert's BT30 came third. A regretted non-starter in this class was Tony Harrison who had just blown his second engine in as many weeks, this time his brand new BDA.

The top three in the large racing car class mirrored the eventual results of the RAC runs. When he is driving like this there is no one to beat Williamson, not even David Hepworth, who came second with the benefit of four wheel drive to power his old Guyson Sandblaster Special which he was again sharing with Autospeed director Richard Shardiow. Hepworth's magnificent ex-Red Rose transporter had been unfortunately burnt down the previous day.

Mike MacDowel reckons to be happy in these sort of conditions and proved this with a fine third place, using his Brabham-Repco BT36X. Winner at Harewood the previous day, Roy Lane, came fourth, while fellow McLaren driver, Richard Thwaites, almost didn't qualify for the Top 10 runs at all, for he spun at the Triangle on his first run and suffered from a mud-covered visor on his second, wetter, run. Thwaites' McLaren M10B (or M10T as the Yorkshireman now prefers it to be known, it being so highly modified) is now sponsored by Eastern Carpet Stores, the largest retail carpet stores in the world. Finally, Phil Darbyshire (Cooper S) again took the Inter-Club award.

The conditions for the RAC Championship Top 10 runs were worse than they had been all day. First to run was Chris Cramer's smart Grunhalla Lager Special (a March 723) which splashed its way to the top with a neat and tidy drive. Richard Thwaites was not so neat and though he went beautifully through Fallow, he couldn't beat Cramer's time. David Good's Lynear DFV was right off-song and in spite of trying hard the former champion was tenth on both runs. Geoff Rollason was really trying down to the Triangle which he navigated neatly and then shot up the hill really quickly. Ken MacMaster was as neat as usual but could not match his 1600 cc sparring partner, who is more used to the Top 10 battles, Ken appearing in an RAC run-off for the first time. Tony Griffiths' steady style of driving works well in these conditions, his Brabham BT33 getting to the top much quicker than the above five. Roy Lane (McLaren M14D) was hanging the tail out a bit and almost went straight on at Fallow. But he got it back and ascended the hill even faster than Griffiths.

Coombs of Guildford director Mike MacDowel driving neatly at the bottom of the hill really let it go at the top and just pipped Lane. The two really quick men were yet to come. With 4wd Hepworth was on the rails all the way up using the power out of the corners long before the 2wd drivers could. And if Hepworth seemed quick, there was Williamson yet to come. The Baronet was driving impossibly fast yet got to the top demoralising the opposition by over 14 s.

The rain was coming down harder for the second runs, yet most of the drivers were now sufficiently worked up to record even faster times. Cramer, spray pouring off his wheels, was one of these, although his 66.05 s kept him in sixth place. Thwaites was quicker, too, but could only come eighth, competition being pretty close around this half of the table. Good was even slower this time, while Rollason put his foot down into the Triangle, took a nice tight line and shot up very quickly in spite of locking up at Fallow, to take seventh place. MacMaster, neat as usual with his white GRD (now, like the other cars, more a shade of brown), was fractionally slower than his first run, and could only make ninth place.

Tony Griffiths was really going by this stage with his Formula 1 Brabham, and, using the bank as he came out of the Triangle, shot to the top in an amazing 64.14 s which leapt him into second place. Roy Lane was trying hard, as usual, and spun on to the grass coming out of Loggerheads. Although he could only make fifth place with his first run, the philosophical Lane was happy at the thought that the next round is at Prescott, a hill at which he excels. MacDowel and Hepworth now both recorded no times, Hepworth having looked very fast, but MacDowel having his far from best run. Williamson's winning run now followed, with the champion sliding out of Loggerheads and really motorising his March-based machine up the hill with some very fast sideways driving. A demoralising 62.34 s was the result. A short gap now, while Mike MacDowel obeyed the call of nature and then drove sensibly up the hill for his re-run beating Griffiths in the process. However, Hepworth wasn't to be outdone, and in spite of having to rip a misting visor from his helmet, shot to the top for second place just over a second slower than Williamson.

IAN WAGSTAFF

RAC Hill-climb Championship Round 1

1 Williamson 62.34 s **2** D. MacDowel 64.14 s **3** Griffiths 64.14 s **4** Roy Lane 66.05 s **5** Cramer 66.05 s **6** Thwaites 66.05 s **7** Rollason 66.05 s **8** MacMaster 66.05 s **9** Good 66.05 s **10** Lynear Cosworth DFV 66.05 s

Class winners C. Rogers (1.0 Cooper S) 71.81 s **2** Beddow (1.3 Cooper) 74.57 s **3** M. Melfor (Lotus Elan) 77.8 s **4** R. Ward (Aldon Sprite) 74.48 s **5** J. Hughes (Morgan 4/4) 77.3 s **6** B. Wilson (AC Cobra) 72.5 s **7** S. Morris (FVA Mk 11X) 71.5 s **8** P. Utley (Elva) 72.5 s **9** D. O'Sb (U2 Mk 12) 71.5 s **10** J. Stuart (BDA) 71.5 s **11** A. Douglas-Osborn (U2 Mk 12) 71.5 s **12** M. Scragg (FVA Mk 11X) 71.5 s **13** R. Shardiow (Guyson Sandblaster) 71.5 s **14** P. Darbyshire (Cooper S) 71.5 s **15** K. MacMaster (GRD) 71.5 s **16** W. Humphries (Escort) 71.5 s **17** G. Bolum (Abarth 137C) 71.5 s **18** C. Lloyd (Spridget) 71.5 s **19** A. Warburton (Spridget) 71.5 s **20** R. Shardiow (Guyson Sandblaster) 71.5 s

RAC Hill-climb Championship Round 2

1 Williamson 62.34 s **2** D. MacDowel 64.14 s **3** Griffiths 64.14 s **4** Roy Lane 66.05 s **5** Cramer 66.05 s **6** Thwaites 66.05 s **7** Rollason 66.05 s **8** MacMaster 66.05 s **9** Good 66.05 s **10** Lynear Cosworth DFV 66.05 s

In its previous 20 years, the East African Safari has had plenty of drama. Some of it has arisen spontaneously like those two dreadfully wet years when only seven cars survived to the finish or the even more remarkable occasion when the rally came to a halt at Voi some 200 miles from Nairobi and the prizes were awarded on the classification there. On other occasions the drama has been generated by the press and the organisers as in the great "when will an overseas driver win the Safari" competition which ended with Mikkola and Palm winning last year's event.

The Safari can produce anything from the Flying Doctor making an impossible landing on the main road at Mombasa to carry off an injured driver to a time control getting washed away in a flash flood. That is without even mentioning the animals, for though it is some years since Carlsön hit his famous anti-bear, the numbers of elephant, giraffe, deer and zebra that can be found on even the major roads are still sufficient to present a hazard. On the bush tracks used by the rally in certain areas monitor lizards or wild pig can do quite a lot of damage if hit by a speeding rally car though the culprit is more likely to be some kind of domesticated animal like cattle or goats. Already one driver has bowled into a herd of goats during his recce and killed 15, but this is scarcely likely to make world headlines even during the rally.

The most likely source of interest is the weather itself. It is many years now—five to be exact—since the Safari was really wet so if you believe in those instinctive laws of averages then you support the theory that it is more than likely to be wet during the rally. This theory is supported even further by the fact that the rally is being held almost three weeks later than last year which puts it squarely into Kenya's rainy season. Already, 10 days before the event, most drivers have found some rain during their practice runs though it has been by no means widespread and has confined itself to the hilly areas of the Usumbaras and the immediate environs of Nairobi.

To give you some idea of what has gone into the preparation of this East African Safari from the competitors' side, I shall now try to set out as briefly as possible to what extent Hannu Mikkola and myself and the rest of the Ford team have laboured towards achieving a winning performance.

The drivers and co-drivers flew out here round about March 21, except, of course, for Junior Preston and Bev Smith who actually live in Nairobi. Timo Makinen had been out here earlier with an Escort prepared to Safari specification (it was actually an ex-rally car of Andrew Cowan's) and did quite a lot of tyre testing with Dunlop. That car had then been once round the whole rally route with Junior when the only damage it suffered was when a cow crossing the road changed its mind at the last minute. For the others to recce in, there was a further Escort which was Makinen's RAC car more lately used as a recce car by Mikkola on the Monte Carlo. This had a lower overall gearing in the form of a 5.1 axle ratio instead of a 4.75 in the test car while it retained the close ratio RAC-type gearbox instead of the Safari box which has a much lower first and a bigger gap between third and fourth. In addition to these two Escorts, we had three Mercedes 220 fitted with sump guards, Haldes, etc., which are normally to be seen taking parties around game parks on Safari trips. They were the property of Bill Parkinson who, together with Vic Preston Senior, forms the backbone of any current Ford attempt on the Safari—but more of that in a moment.

Mikkola drew the RAC Escort for his first recce trip and we set off to the north alone while the other two set off at the same time to follow the southern leg to Dar es Salaam and back. We chose the northern leg first as it rarely runs any lower than 4,000 ft and thus we should have quite a nice climate, if a bit hot, rather than plunge straightaway into the humid soup of the coast. The first thing which surprised me was the speed at which we covered ground despite the modest

Safari preparations

John Davenport's pre-rally reconnaissance

cruising speed of about 75 mph which we could comfortably use with the low axle. We planned to cover the northern leg in four days and, in fact, did it in three and a half, though I must freely confess that the last day was a bit short when we cut and ran to Nairobi with a broken shock absorber bolt. We took six tyres and only changed one when it wore out and promptly punctured. It was interesting to discover that on the dusty roads, the grip of the tyre deteriorated rapidly as it got about half worn and lost the little depressions in each tread block. Of course, one must be fair and say that with these depressions the grip was far superior to the previous year's tyre so that it was nothing to get disappointed about. It is just that we shall have to be prepared to change rear tyres more often than we had hoped.

The car behaved itself very well apart from the shock absorber bolt though one day after we handed it over to Makinen, the distributor ceased to function as it should and he was marooned on the main road up near Nakuru. Peter Ashcroft and Robin Vokins went out to help him and got the car going again and offered to change the distributor in case the same thing happened again, but Makinen and Liddon politely refused. Ashcroft/Vokins set back for Nairobi only to be overhauled by a taxi driven by Makinen some 40 miles later. Thus the distributor was changed but the taxi driver will never be the same again.

for dinner and a well earned rest in an air-conditioned room. The next day we had almost 1000 kilometres to cover which, when you consider that we were making pace notes—albeit simple ones—all the way, you can imagine that Mikkola had a sore throat and myself writer's cramp by the time we got to the shadows of Kilimanjaro and found a hotel with some cold beer. We made the last bit into Nairobi in just a few hours the next morning and there we were some 10 days with all the notes completed.

It all sounds very simple and straightforward for we had little trouble with the Escort and practically none with the Mercedes if you except four punctures, all from nails, which had caused us some delays in finding the right size tubes. However, a works team has to leave plenty of margin in case its crews have the most terrible practice runs. As it was we had another 10 days in which to check parts of the route like the Ngong Hills, the Taita Hills, the Usumbaras and a host of other little bits and pieces where there were road works or diversions during our first tour.

There was also time for some work on the service side and this is where Vic Preston comes in, for having won the Safari several times and competed until retiring in 1969, he is an ideal man to help co-ordinate the Ford service plan. Normally he would have been working side by side with Bill Barnett but



The longest surviving Escort of Mikkola and Davenport picks a way through the boulders.

We had a day to kill before going south so we took one of the Mercedes out and did 600 kilometres of the route down to Kibwezi and back through Machakos to cut down the amount we should have to drive on the last day of the southern leg recce. The weather was very hot indeed when the next day we set out for Dar es Salaam and even a stop for a dip in the Indian Ocean didn't seem to cool us very much. It was only when we had ascended the unbelievably rough Mlalo escarpment into the Usumbaras Mountains that life became at all bearable even in a Mercedes. It was by no means as quick at covering ground as the Escort, especially in the hills, but we had plenty of room and even gave a lift down to Dar to Peter Moon who was going to fetch a VW abandoned by Bill Fritschy and Kam Mandeville during their recce.

The Usumbaras had been rained upon that day and after staying the night in Lushoto, we slipped and slithered our way round the next morning taking something like three and a half hours to do 100 kilometres. Despite this we got to Dar es Salaam in time since Bill's promotion, he, Peter Ashcroft and the four co-drivers have had to take

over. We had one meeting before we even started recceing so that we could air opinions and get to meet the men from Hughes Ltd who would be organising all our petrol dumps and tyre distribution. Then one whole morning and most of one afternoon was spent discussing the 20-odd service points on the southern loop. Vic Preston had mapped out a preliminary service schedule involving eight "static" Hughes crews, six "mobile" Ford Boreham vehicles and a supervision Granada crewed by Preston and Ashcroft. In addition there was November Yankee our Cessna 402 piloted by Bill Parkinson and crewed by such eminent gentlemen as Stuart Turner, Mick Jones, Tony Mason and Ian Bentley, our resident brake expert. The extent and detail which is gone into in a service meeting like this cannot be exaggerated. On a rally like the Safari which is most of the time a road race, anyone who does not know just where to find a service crew is going to lose time while to have a service crew not where they are supposed to be is a total disaster. Nothing can be overlooked and on the service lists are all the petrol quantities and tyre types to be found at any given place. Each car, both rally and service, plus the aeroplane in

fitted with Pye radio and can talk one with another. Each one has its own call sign and the idea is that we should phone ahead as we approach each service point to tell the mechanics exactly what we need and alert them if there is some specific problem so that they don't have to waste time searching for the part in the service car once we arrive. If by any chance the range is not sufficient to speak direct to the service car then we can nearly always speak to the aeroplans which is acting as a beacon above us and he will pass on orders for patrol, tyres, etc.

Having spent six hours battling through the southern loop with the aid of a fridge full of cold drinks, we retired and convened again the next morning to tackle the northern loop. It takes longer in a service meeting to traverse the route than it does sometimes in a rally car. With the prospect of rain, there came another knotty problem in as much as we are allowed to use chains but not studs during the rainy and since one cannot really do much speed on a tarmac road with chains, more arrangements are needed to get them under the car and then off again. All morning it seemed we pushed pins into maps and wondered if Dunlop 3 and Mobile 6 could ever get together on the floor of the Kerio Valley. Eventually it was sorted out but not long afterwards the Automobile Club gave out the lists of passage controls and the times allowed which means that the whole thing must be gone through again to make sure that no service car is on the "wrong" side of a control so that we can take full advantage of the very few places where we can be a few minutes early.

In the middle of all this, the cars and mechanics arrived and there was immediately a flurry as we sent out to try our cars. No matter how well prepared they are, there are always things that go wrong or have to be changed. On ours, the speedometer jammed after 15 kilometres which was an obvious problem but there was also a nasty vibration at medium speed which we finally traced to the prop-shaft which had been bent when the car had been tied down in the aircraft flying it to Nairobi. Then there were all the little things we wanted that are the despair of rally mechanics: driver's seat up, a box for the pace notes, a net at the roof to keep our clothes dry if we get out and push, a stay for the bonnet mounted spot light, and a footrest for the driver's left foot. A week seems an awful lot of time in which to do all these things but it never is. For things like scrutineering interrupt, then the cars must be photographed and then the drivers would like to try them again.

The victorious Shekhar Mehta/Lofly Drews Datsun 240Z speeds over the plains



Provisional Circuit results

Provisional winners of the Circuit of Ireland Rally are Jack Tordoff and Phil Short with a Porsche Carrera. Adrian Boyd led from the start and at one time was 8 m ahead only to retire on SS49 with a broken con-rod. Cahal Curley retired on SS4 with a broken

EAST AFRICAN SAFARI

Shekhar Mehta for Datsun

From JOHN DAVENPORT

The East African Safari rally ended in a tie on Monday morning. After 4,000 kilometres, the Datsun 240Z of Shekhar Mehta and Lofly Drews and the Datsun 180 SSS of Harry Kallstrom and Claes Bilstam were equal on penalty points, but Mehta was declared the winner as he went the furthest with least penalty. Datsun finished first, second and fourth to win the team prize and from the 90 starters, only 16 cars finished the event.

From the start of the event in Mombasa, the works Ford Escorts of Roger Clark and Hannu Mikkola forged into the lead with the third works Escort of Timo Makinen not far behind after being stopped with distributor problems on the way to Mombasa. From Mombasa to Dar, Mikkola lost one hour off the road when his gearbox jumped out of gear in the Usambaras while Makinen lost time changing his front suspension.

Datsun lost Edgar Herriman very early with a blown engine while a missing service car caused the Datsun of Rauno Aaltonen to run out of petrol before Usambaras. Tony Fall's Datsun 180 SSS left the road while even Bert Shankland ran out of road and bent his Peugeot. Both Bjorn Waldegaard and Soblaslaw Zasada suffered gearbox and clutch problems with their Porsches, and. In addition, Waldegaard had the suspension go completely soft and had to fix it, going into Dar, while Zasada refused to let Mikkola pass him and went off the road trying to stay ahead and rolled, losing the windscreen. He later retired with gearbox failure. Shekhar Mehta's 240Z was also in trouble, as he had both rear suspension units fail and had to change them before Dar. Positions at Dar showed Roger Clark with 89; Kallstrom, 100; Makinen, 111; Waldegaard and Aaltonen, 113; Mehta, 120; Ove Andersson (Peugeot 504), 120; Mikkola, 130.

Back to Nairobi for half-way and Roger Clark held the same 31 m lead over Kallstrom despite losing time for new suspension units. Makinen had closed up to 5 m behind and Mikkola to fourth, ahead of Mehta, Aaltonen, Fall and Andersson.

Leaving Nairobi, Clark retired almost at once with first a steering arm loose and then a cooked alternator when the exhaust mani-

fold broke. He was helped by Vic Preston Junior whose Escort was running very late having broken a head gasket in the Usambaras. Not long after, on the very fast but wet road to Narok, Makinen rolled and broke his battery which prevented him from continuing. Kallstrom was, therefore, the new leader chased by Aaltonen and Mikkola, but the Ford lost time and its leading position on the road by changing its front suspension in Kericho.

As the infamous Tot and Tambach sections were dry and fairly easily "on," the situation at Nakuru was Kallstrom, 300; Aaltonen, 303; Mikkola, 309; Mehta, 327. Mikkola was now the leader on the road but a puncture let Aaltonen through and by Archer's Post they were still 8 m apart although now both ahead of Kallstrom who had lost 12 m. Then Aaltonen broke his rear suspension and rolled on Meru to Embu while Mikkola hit the same bank at the end of a very slippery straight. Aaltonen retired almost at once while Mikkola survived another 90 kilometres before his steering rack sheared as a result of the accident.

Kallstrom now led by 11 m but on the three sections into Nairobi a determined Mehta overhauled him despite having to stop and hack a front wing off with a panga. Fall was stopped for over half-an-hour with a broken distributor and thus lost third place to Andersson. Waldegaard also went out in these last few hours when his clapped suspension allowed an oil pipe to touch the floor and his Porsche lost all the oil.

Weather during the rally was half wet and dry, but nowhere was it wet enough to bring the cars to a halt except for the last cars on Meru to Embu. The pace set by the leading drivers was phenomenal considering the conditions and though the first two cars tied with 406 m, Ove Andersson was 2 h 1 m behind in third place and Fall another 27 m back.

The leading 10 positions were

1	Shekhar Mehta	Lofly Drews	Datsun 240Z	406	2
2	Harry Kallstrom	Claes Bilstam	Datsun 180 SSS	406	3
3	Ove Andersson	Peugeot 504	406	4	309
4	Tony Fall	Datsun 180 SSS	554	5	303
5	Bert Shankland	Peugeot 504	71	6	300
6	Mehta	Peugeot 504	70	7	300
7	Mehta	Peugeot 504	70	8	300
8	Mehta	Peugeot 504	70	9	300
9	Mehta	Peugeot 504	70	10	300
10	Mehta	Peugeot 504	70	11	300

Ove Andersson, first Peugeot home



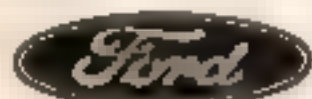
rocker arm and Sean Campbell on SS7 with engine trouble. Second is Eamonn Cotter (BMW 2002) with Ronnie McCartney 3rd (Porsche Carrera) Dessie McCartney 4th (RS 1600) and Mervyn Johnston finished 5th with his Mini-Cooper "S." Report next week

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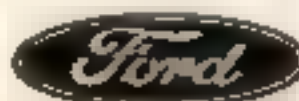
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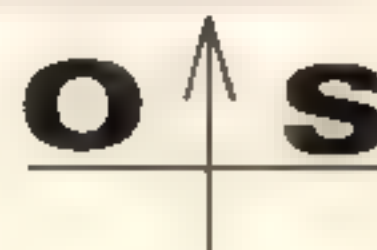
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Lancia-Pointer

Round Six of the Esso Uniflo/BTRDA Gold Star Rally Championship and the Triple "C" Clubmans Championship takes place in East Anglia on June 3rd with the Lancia Pointer M. Midsummer Stages Rally Organised jointly by the Sporting Car Club of Norfolk and the Chelmsford Motor Club the rally is sponsored by Lancia (England) Ltd and the Pointer Motor Co of Norwich. This year the entry maximum has been increased to 140 with a 25 crew reserve list.

There will be at least 14 special stages varying from disused airfields, farm tracks to unsurfaced woodland making a total of 140 stage miles which will be linked by 120 public road miles.

The regulations are out now and the entry list will open on May 1. The entry fee for the Midsummer Stages will be £9 (including two meals) and enquiries should be addressed to Secretary of the Meeting, Chris Willott, 27 Breck Road, Norwich, NOR 4LR.

Already there is a request for marshals and subsidised meals plus a draw on every stage is an added incentive for volunteers. Requests for marshalling to: The Chief Marshal, Alan Thompson, "Ben Venuto," The Street, Salthouse, NOR 53Z.

● Tony Fall's hectic schedule after the Safari starts with a trip to Morocco before going on to the Acropolis to return to the UK on May 31 to record only his second day in this country since March.

Dukeries news

Plans are well in hand for the 1973 National Dukeries Rally on September 29, a month earlier than usual. The rally is again in the RAC Rally Championship of Great Britain and Esso Uniflo are likely to sponsor the event again after a very successful link-up in 1972, especially as Roger Clark won the rally in the Team Esso Uniflo works Escort RS.

John Taylor and Jim Adams have decided to take a rest this year after organising the rally for several years. This year's organising team is led by Eric Schofield, Gordon Kellett, and Steve Mugglestone. They have virtually finalised the route subject to RAC acceptance, a similar format to last year being used. However, it is probable that a new headquarters will be used for the rally, the Post House by the M1 at Sandiacre.

Forest stages will again be the basis of the rally with other smooth stages to make the mileage up to 100 plus, including "a few surprises." The Entries Secretary is Karen Marris and although regulations will not be available for a while yet, enquiries can be addressed to her at: 39 Pelham Street, Newark, Notts. Tel: Newark 2748.

Tour of Lincs

At 8 am the Tour of Lincs starts from Hartford Motors, Grimsby for a route containing 22 stages, the longest at 7 miles, two airfields and the rest over farm ground. A printed programme will be available at the start giving details of nine spectator stages. Half way, at 11.45 am is at the Petwood Hotel, Woodhall Spa, and the Tour of Lincs finishes at the "Henry The Eighth," Scunthorpe, at 6pm where there will be a disco after the prize presentations.

Among the top entries are Harold Morley with David Hardcastle with Morley's Porsche Carrera, Paul Appleby and Keith O'Dell, RS1600, and Eric Jackson (not a likely starter now), Bill Mather, Malcolm Patrick and the Liffe brothers all with Escorts.

Welsh Border Uniflo preview

Welsh Border CC's rally in the Castrol MN Rally Championship takes place this weekend starting at 11 pm from New Smithfield, Shrewsbury Road, Oswestry. The route is over maps 117 and 118 with the half way halt at Llanerfyl and the finish at Hengoed, Oswestry. Programmes will be available at the start and at the halfway halt. Top entries: 1, George Hill/Keith Wood (DTV Firenze); 2, Bob Jeffs/David Taylor (Escort RS1600); 3, Russell Brookes/John Brown (Brooklyn Mexico); 4, Frank Pierson/Colin Francis (DTV Viva); 5, Alan Conley/



George Hill

The busy weekend

This coming weekend should, according to the calendar, be the busiest of the year for British rallying with all the top championships represented over Saturday and Sunday.

Starting just 29 minutes earlier than the Welsh Border Uniflo is the Devil's Own Rally a BTRDA and Daily Express Escort Championship event. Round Six of the Castrol/Motoring News series starts at 11 pm from Oswestry for 180 miles on sheets 117 and 118. However, the most exciting event of the weekend, certainly for spectators, is the Granite City Rally which kicks off from Aberdeen at 8.30 am on Saturday morning. The excitement comes from 17 daylight forestry stages in the north-east of Scotland. The Granite City is a round of the RAC championship and the Shell/The Scotsman series.

There are also quite a variety of smaller rallies over the weekend—not forgetting the Tour of Lincs with its Grimsby start and Scunthorpe finish, which should give it plenty of "atmosphere." All in all, just about every rallydriver and map-man (or lady) in the country will be in for a hectic weekend of motor sport. This weekend is an effective demonstration of the increasing popularity of rallying with, perhaps, as many as 2000 enthusiasts participating in some way, plus the ever increasing numbers of spectators.



Alan Conley



Frank Pierson

Martin Holmes (Triple "C" Clan Crusader); 6, Laurie Richards/A. N. Other (Sky Petroleum RS1600); 7, Malcolm Patrick/Nell Wilson (Chrysler Imp); 8, Martin Clark/David Stephenson (Escort RS1600); 9, Roy Fidler/Barry Hughes (Withers Avenger GT); 10, Rod Cooper/Ian Cooper (Supersport TC); 11, David Roderick/Mike Woodward (Gibbs Mexico); 12, Ted Cowell/Peter Rushford (Escort TC); 13, Jimmy Bullough/Gerry Ryan (Escort RS1600); 14, Rod Badham/A. N. Other (Clan Crusader); 15, Bill Bengry/A. N. Other (Simca).

The Devil's Own

The Kirkby Lonsdale MC's Thomas Motors Devil's Own Rally starts this Saturday at 10.31 pm from Crooklands Garage at Crookland on the A65 south of Kendal. In place of the original Killington Lakes motorway service area which had to be ruled out because of fire hazard problems. The 200-mile route is mainly tarmac with a few unsurfaced tracks thrown in, all on maps 89, 90 and 91. Spectator programmes for this BTRDA and Daily Express Escort championship event will be available at the start. Petrol halt will be at Settle MR 89 819 638, at about 3.30 am and the finish is scheduled for 8.30 am at the Mellinghall Hotel MR 89/899/713. Prince Michael of Kent is entered in an Escort Mexico and a BBC Whesbase team will be on hand to film the Devil's Own progress.

Top entries: 1, Harold Morley/Peter Bryant (Escort RS1600); 2, Nigel Rockey/Paul White (Escort Mexico); 3, Ray Mapple/Peter Ward (Escort TC); 4, Bob Bean/Alan Greenwood (Ford Sure Mexico); 5, Roy Fidler/Barry Hughes (Withers Avenger GT); 6, Andy Dawson/Dave Cowell (Escort Mexico); 7, Peter Kirk/John Vipond (Escort RS1600); 8, John Edwards-Parton/Ray McGivern (Escort Mexico); 9, David Farnell/Phil Short (Escort RS1600); 10, Kevin V-dean Peter Valentine (Escort Mexico); 11, John Barter/Dave Kirkham (Escort Mexico).

Chrysler Trophy for local club

Chrysler (UK) is to donate a silver challenge trophy to the Coventry and Warwickshire Motor Club. The cup, the Chrysler Challenge Trophy, will be awarded annually to the leading member driving a Chrysler car in an approximately 15 event championship to be made up of rallies, sprints, driving tests, production car trials and autocrosses.

In addition to the cup Chrysler will also present a voucher for the purchase of performance parts from the Competition Centre. The Coventry and Warwickshire club draws many of its members from the area surrounding the headquarters of Chrysler's Competitions Centre.

The Company will also be offering other racing and rally aids to the club.

●●●LATE NEWS●●●

An unconfirmed story is the possibility of a World Cup Rally next year, London to Munich with a route through Africa and the Middle East. Route details are said to be nearly finalised.

Special stage

Rally of the Thousand Lakes —new features for this year's event

Regulations are out now and entries are open for the Finnish Rally of the Thousand Lakes. The rally this year follows its usual and unique style, based from Jyväskylä, two days' duration and 1500 kilometres' distance. It is, of course, a World Rally Championship for Makes event and the date is August 3-5.

There are three new features worthy of a mention. First, there is a free entry for the first private competitor to send an entry from each country. Second, there is a new feature to ensure no competitors can "jump" a stage start. Quite simply the stage starter holds

the stage card, which the co-driver also holds, and if the driver moves before zero on the count a perforation will shear leaving a piece of card with the starter. Penalty is 60 s time. To avoid the penalty the competitor will have to stop and collect the card, only incurring as many seconds' penalty as this takes—and reversing the car is not allowed for this. Finally, and most attractive is a 5000 Finnish mark prize for the best private non-Scandinavian—that's £500. Entries until May 14 are approximately £50. Increases of £10 occur until the final entry date of 4 pm June 15.



A Datsun 1600 survey car examines one of the roads to be used.

BNU Rally—A British entry

The third Banco Nacional Ultramarino (BNU) International Rally route has now been completed. The event will take place from June 13 to 17. The rally will have six start points in South Africa, and each point will give a route of about 1300 km to the converging point at Nelspruit. The individual starts are Beira, Durban, Johannesburg, Cape Town, Lourenco Marques and Salisbury. The first competitive section will be of 800 km with 12 special stages before an overnight halt before the final section of 1200 km and a further 26 special stages, vary-

ing from 37 km to the shortest at 9 km.

From Britain, Chris Slater is going with John Davenport to drive a Datsun 1800SSS prepared by Nissan-Datsun, South Africa. Ove Andersson is to drive a Toyota Celica, co-driver not yet known and Marie-Claude Beaumont will be driving a Mazda RX2 prepared by the main South African distributors. Breaking the pattern—three foreign entries for three different Japanese makes—is Portuguese rally champion, Francisco Romazinho who will be driving a Citroen 1220GS.

Granite City Rally preview

Virtually a festival of rallying this weekend, and this is the star event. The Granite City Rally starts from the Lang Stracht Hotel, Aberdeen, with the first car away at 8.31 am on Saturday for 17 famous stages over the north east of Scotland. Halfway halt is at the Mansfield Hotel, Keith, and this RAC and Scottish Rally Championship event finishes at 7 pm back at the Lang Stracht. From a total entry of 155 crews there will be 110 starters.

Top entries: 1, Roger Clark/Jim Porter (Unito RS1600); 2, Jimmy Rae/Mike Malcolm (Frews RS1600); 3, Adrian Boyd/Beattie Crawford (Lombard and Ulster RS1600); 4, Mike Hibbert/A. N. Othar (Centre Hotels RS1600); 5, Will Sparrow/Nigel Raeburn (Martin Group Firenze); 6, Tony Foukes/Bryan Harris (Cables and Components RS1600); 7, Bill Taylor/Ian McIver (Royal Bank of Scotland RS1600); 8, Roy Fidler/Berry Hughes (Withers Avenger GT); 9, Donald Heggie/George Dean (Clan Crusader); 10, Billy Coleman/Donald O'Sullivan (Escort RS1600); 11, Drew Gallacher/Ian Muir (Wylies RS1600); 12, Paul Faulkner/Monty Peters (Escort RS1600); 13, Peter Clarke/Tony Mason (Silent Night RS1600); 14, Rosemary Smith/Pauline Gullick (Lombard and Ulster RS1600); 15, Jack Toroff/Brian Marchant (Porsche Carrera); 16, Pat Ryan/Michael Nicholson (Rally Centre Wolverhampton Cooper 'S'); 17, Stuart Brown/A. N. Othar (Mini Cooper 'S'); 18, Russell Close/David Lawin (Escort RS1600); 19, Andrew Smith/Peter Hosie (Escort BMW); 20, Jeff Churchill/Roger Jones (Ford Escort); 21, —; 22, —; 23, Alasdair Robertson/Pers Lindsay (Saab 98); 24, Ian Milne/George Sangster (Escort RS1600); 25, Jim Robson/Pete Grant (Press and Journal RS1600); 26, Tony Drummond/Chris Grey (Escort RS1600); 27, Willie Crawford/Peter Moullen (Lothian Sports Cars RS1600); 28, Michael Jackson/A. N. Othar (Escort RS1600); 29, Alasdair Clark/Sean Cairns (Mini-Cooper); 30, Charlie Bruce Miller/Bob Bisset (Mini-Cooper 'S').



Adrian Boyd



Mike Hibbert

Texaco Trophy

Lindholme MSC have now received more than 70 applications for regulations for their Impel 73 Texaco Trophy Rally scheduled for June 9. The competitive route is 60 miles of stages, no rough ones, and the start is from the Trafford Way Service Station, Doncaster, with the finish that evening at the city's race course.

Regulations are now available from: Peter Halkyard, Tel: Doncaster 3406 or 3484, or contact Lloyd Davies at Doncaster 840447 or 69699.

GRANITE CITY RALLY—SPECTATOR POINTS

Start and finish: Lang Stracht Hotel, Aberdeen
MR 40/908067 08 31 hrs

STAGE NUMBER	NAME	MAP REFERENCE	TIME
1	Durnis One	40/780909 (finish)	09 05
3	Mulloch Hill	40/723912 (start)	09 46
		40/719914 (finish)	09 51
4	Banachie	40/700213 (finish)	10 45
6	Gartly Moor*	39/528332 (finish)	11 14
9	Tandland	29/296570 (finish)	14 08
10	Whiteash†	30/388564	14 27
11	The Bin	30/491434 (finish)	14 55
14	Drumtochty South	43/720791 (finish)	17 21
16	Fatteresso Two‡	43/817882 (finish)	17 55
17	Durnis Two	40/783948 (finish)	18 10

*Walk to location †Middle of stage

‡Limited parking—park well away (off the road and walk)

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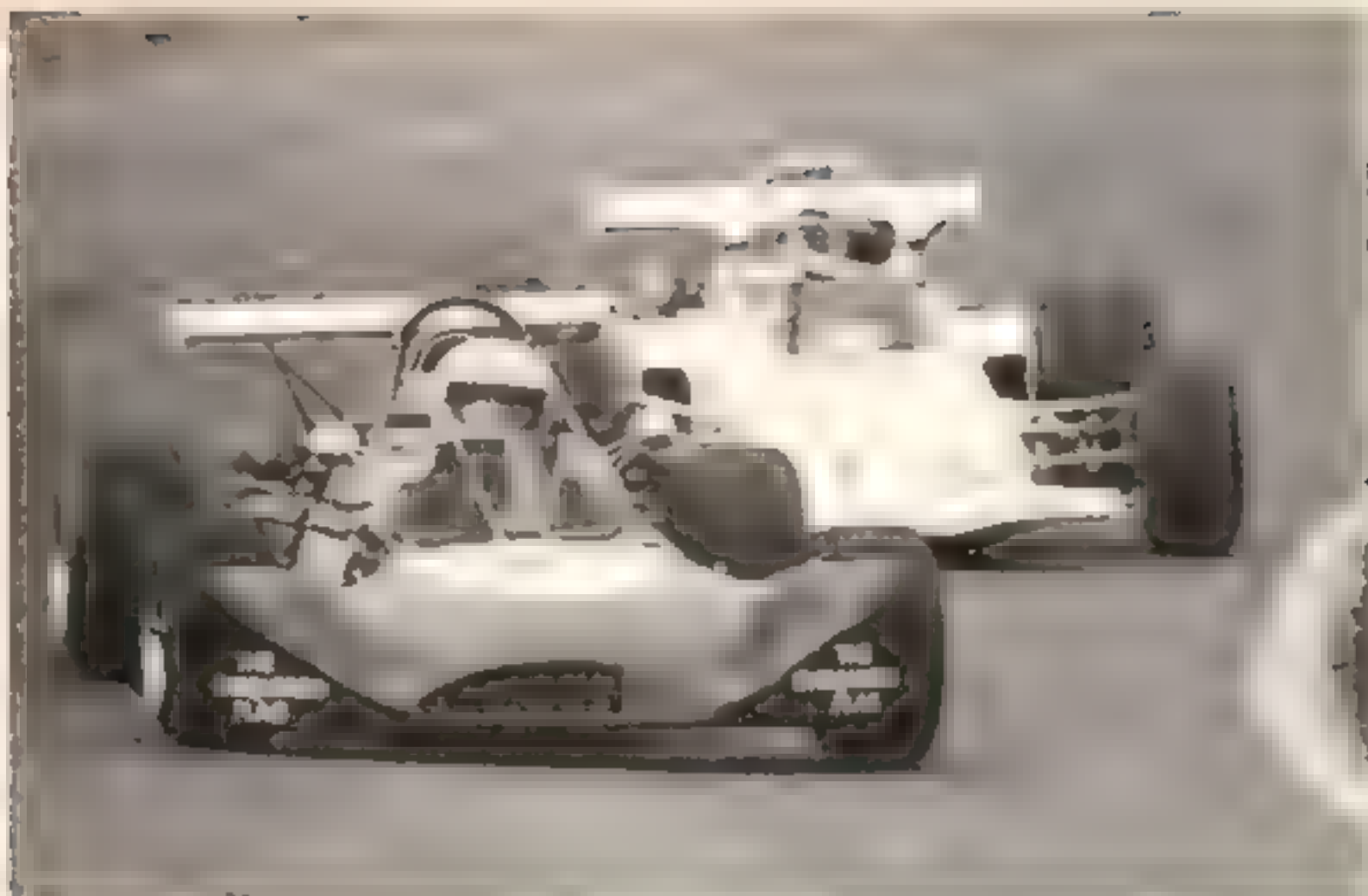
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CITROËN



Damien Magee challenged eventual F3 winner Russell Wood during their dry heat, finishing third in the heat and fourth in the final.

OULTON PARK

Russell Wood in the wet after Brise's back-marker collision

By IAN TITCHMARSH

The Easter weekend started on a very damp note for the International Formula 3 circus at Oulton Park on Good Friday when the heavens opened just before the start of the final, flooding the track and sending cars spinning into the Armco at almost every corner. Tony Brise led from the start, kept clear of the barriers, but collided with a slow back-marker seven laps from the end which gave the race to Russell Wood, whose March had been the only car capable of keeping the on-form Brise in sight. So Wood now has a healthy lead already in the John Player Championship with maximum points from both rounds so far, while Ian Taylor retains second position, having finished sixth in the final after a good drive from the back of the grid. Alan Jones, winner of heat two in the DART GRD, finished second, half a lap behind Wood and less than two seconds ahead of Masami Kuwahima's older GRD which was driven with great determination by the young Japanese in the adverse conditions. The rain rather ruined the rest of the afternoon's racing, which was watched by a large crowd, and only eight cars survived the ShellSport Clubmen's race which went to Noel Stanbury's Gryphon. Donald MacLeod totally dominated the BOC Formula Ford round while Dave Millington's Brook Hira Firenze won both Special Saloon events although in the second he had to work very hard to beat Sedric Bell's phenomenal 1-litre Cooper S which set the only new lap record of the day. The BRSCC NW Centre were in charge of the programme, as they have been since the Good Friday meetings started in 1967, and coped well with the numerous bent motor cars, although inevitably everything finished rather late.

ENTRY & PRACTICE

There were barely enough arrivals at the circuit to make up a full grid for the final since there were so many non-starters but two heats had to be run to eliminate the unlucky handful. Heat one was certainly the more competitive, a fact underlined by the fastest two drivers who both equalled the Jody Scheckter/Jacques Coulon record of 1 m 36.2 s. Tony Brise in one of his GRDs did the time first, throwing the car around the circuit in his confidently spectacular manner. You could tell he was confident since he spent the time between sessions practising wheelies in the paddock on his Montesa motor cycle! Quietly and unspectacularly, but looking very fast and safe, Russell Wood equalled Brise's time in the second session with the Chequered Flag March 733. Masami Kuwahima, entered by Reystan Racing in a March 733 but still with his GRD 372, completed the front row with a time of 1 m 36.8 s on a circuit where he always goes well. The promising Swedish Merlyn driver Hakan Dahlqvist shared row two and a time of 1 m 37.0 s with the Modus Team Ensign of Mo Harness while row three contained the GRDs of Richard Roberts (373) and Neil Ginn (372) on 1 m 37.2 s and Damien Magee, sorting out his Marshall Wingfield-entered Brabham BT41 with an unsatisfactory engine,

and recording 1 m 37.4 s.

Randy Lewis tried an unpainted Alpine-type engine cover on his Wrangler Racing, and otherwise very smart, Brabham BT41 and shared row 4 with fellow American Tony Rouff's GRD 373. Brazilian comingman Leonel Friedrich was 0.6 s faster in his March 733 on his first visit to the circuit than the much vaunted Mexican Johnny Gerber who looked unsure of himself on the track in his Brabham BT41 but not in the paddock on his motor cycle. A newcomer from Uruguay, Pedro Passadore, looked promising in a GRD 373 carrying Air France sponsorship, and was 0.4 s slower than Gerber. The grid was completed by Barrie Maskell in the large new Dastle Mk II sponsored by Justin Haler's Competition Car magazine, Nick Crossley, the F4 champion having his first race in a new March 733 under the P & M banner, John Sheldon's Royale RP11A; the Swede Per-Olav Zetterstrom in another new BT41, sponsored by Aladdin Racing; Dutchman Roelof Wunderink in a new Ensign LNF3/73; American businessman Tom Hillier in a similar car and Val Musetti, who took over the Reystan Racing Royale RP11A of Andy Sutcliffe, who has now left the team, the stuntman having written off his own Royale during the week.

Alan Jones put the DART GRD 373 on pole position for the second heat with a time of 1 m 36.8 s, deposing Ian Taylor in

the Baly Group March 733 who could not improve on his first session time of 1 m 37.0 s. The Cowangie Kid, alias Larry Perkins, soon sorted out Oulton Park and put his ex-Jones GRD 372 on the outside of the front row with a time of 1 m 37.6 s. Perkins has obtained backing from that long-time supporter of many promising Australians, Dave MacKay, who together with Gary Campbell will ensure that the former Australian F2 champion will complete a full season of F3 in Europe.

Brian Henton maintained his recent good form by being fourth fastest in his GRD rebuilt after his accident at Silverstone. Unfortunately he then removed a corner himself at Cascades early in the second session and lost any chance of improving. Gunnar Nordstrom, another promising Swede, shared row two in his GRD 373. The German Wolfgang Bulow, running an engine prepared by Manfred Mohr in his GRD 373 was sixth fastest, followed by Roger Keele, who missed the second session completely when the clutch failed in his McKechnie Racing March 723. Ken Sedgley's prototype Ensign LNF3 71 was the last car under 1 m 40 s on 1 m 39.8 s to complete row three.

Continuing the very international flavour of the entry was the Portuguese driver Jose Santo in a March 723 running an engine prepared by Richard Longman. Alongside Santo was former rallying Swede Ingvar Carlsson in yet another new GRD, this one entered by Hans Wangelre who raced a Ferrari Dino at Oulton on Good Friday a few years ago. Ulf Svensson, without whom F3 would be incomplete, arrived with his new Brabham BT41 for his umpteenth season of racing and had Jerry Gamba sitting alongside in his brand new GRD with which he seemed much happier than his 1972 Ensign which has been sold to helicopter Spencer Elton who threatens to race it.

It just wasn't Mike Wild's meeting despite having his photograph on the cover of the programme for the engine in his Ensign broke the jackshaft in the first session and the new one from Holbay didn't arrive until practice was over. But that was just the beginning of his troubles. Mike Tyrrell had clutch problems which kept him at the back of the grid in his Ensign along with Nicholas von Preussen in the second P & M March 733 and Danny Sullivan, who managed very little practice with the Ehrlich before the engine destroyed itself.

HEATS

The heats were run on a dry track and the first ran true to form with Brise leading all the way after an excellent start. Wood gradually gained ground towards the end and finished only 0.2 s in arrears but the GRD driver always seemed to have things under control. Magee benefited from a careful sweeping of the track by co-sponsor Tony Brown to execute a great start from row three which enabled him to challenge Wood for second in the early laps. For no apparent reason the car almost got away from him on lap 4 at Cascades, which lost him the tow from the March and his engine prevented him from making up the lost ground. Indeed he was almost caught by Kuwahima and the two cars finished side by side after a really desperate dash for the line by these two chargers. Casualties included Zetterstrom on lap one at Lodge when the Brabham smote the sleepers while Gerber departed in similar fashion from 13th place a few laps later. He reported that the throttle stuck open. Sheldon was the only mechanical retirement with a few chewed up valves in his Vegantune. Rouff lost the chance of a good placing by spinning out of sixth place on lap 2 at Old Hall and dropping to almost last while poor Maskell found the Dastle completely lacking in speed and ended up an untypical 14th.

The second heat was thoroughly dominated by Alan Jones after Taylor and Henton collided at the entry to Old Hall and the March spun off, coming to a halt inches from the sleepers. Taylor took a short cut to the

pits to check the car before resuming to complete eight laps and just scrape into the final. Henton carried on unperturbed and set off after Perkins in second place. On the last lap his supreme effort just failed and he half spun at Esso, without losing third position. The GRD domination of this heat was broken only by Keele who took the year-old March to a good fifth at the head of a hectic bunch from which Sedgley departed into the Cascades Armco on lap 4. Svensson retired with a blown head gasket and the unhappy Wilds never even started when a big end failed on the warming up lap with his new engine. This meant that everyone who was fit had a place in the final but then the rains came.

FINAL

Muselli never had to worry about the weather anyway since his engine failed in the paddock while von Preussen and Hillier also failed to come out. Ginn never made the grid after smiting the Old Hall sleepers on the warming up lap with his GRD, which had to be removed before racing could begin. All the while Brise had been sitting confidently on pole position shod with wets while everyone dithered about what the weather was really going to do. When the flag finally fell everyone had decided it would rain except poor Passadore who seemed unable to believe his eyes as the rain came down even more heavily. One lap of sliding on slicks persuaded him to put the car away for another day.

Brise immediately shot into the lead with Wood in pursuit followed by Magee. Jones almost completed lap one in fourth place but clipped the Armco at the top of Deer Leap and dropped to fifth behind Perkins who promptly left the road at the next corner. A ready out were Gumbs and Carson at Esso and Tyrrell, with wet electrics rather than a spin at the pits. Santo soon disappeared too but at the front Brise and Wood were utterly dominant and looked far more confident on the wet surface than any other drivers although almost everyone was using the same type of wet Firestones. However, Brise's visor was misting up and, when he raised it to let in some air, it blew off and he was left to drive with uncovered eyes into the spray. This ultimately proved his undoing as he came up to lap Musetti for the second time and Friedrich for the first. Concentrating on the white March, he failed to see the Royale on Top Straight until it was too late and, in the ensuing collision, the leader was eliminated with a bent front corner. Musetti stopped to change a flat tyre before resuming in last place. Wood, who had been closing up noticeably on Brise just before the accident, was handed the race on a plate since Jones was by this time half a lap behind and he was about to lap the Friedrich, Taylor, Magee battle for fourth. He contented himself with seeing the race out in their spray and was rather surprised to receive the chequered flag first since he thought Brise was still out in the

Vernon Davies and Richard Mallock both performed spins in their U2s, although the latter led the Clubmen's race for a time.



lead somewhere.

Jones, like Brise, lost his visor after a while and was gradually hauled in by Kuwahara who relied on his incredible reflexes to sort out some tricky situations during his speedy progress on the wet track. Magee's early third place at one time became fifth but he regained fourth with Brise's retirement and kept it despite pressure from the impressive Friedrich and Taylor, who had driven a good race from the back of the grid, interspersed with one or two spins. The rest were lapped although Dahlqvist's Merlyn had gone well for a time until a misfire set in. The rest were all accident victims, the most wretched being Harness who lost fifth place at Old Hall when the Ensign hit a puddle at a very low speed and spun helplessly into the barrier to the detriment of both sides at once.

SUPPORTING RACES

There was an almost full grid for the MCD Special Saloon Championship round which might have been won by Stuart Turner's Escort had not a few spots of rain begun to dampen the track, after which a mysterious misfire set in and dropped the leader of the first three laps to a final fourth. Dave Millington recovered well from a first-lap spin at Old Hall to take the Brook Hire Fireza past Turner on lap 4 and hold it in the lead despite the proximity of John Chappell's Cooper S which crept ever closer as the track became more slippery. Tony Mann's Anglia t/c also passed Turner while Tony Sugden's Escort had a mirrorful of the best dice of the day, involving the Croft terrors Alex Clacher (Imp) and Sedic Bell (Cooper S), who disputed the 1-litre class furiously all the way to the line, the Imp driver just scraping home in front after Bell, who had led out of Lodge missed a gear. Trevor Wicks, leading the 850 class, hit the Lodge barrier head on with his Mini and sustained a suspected broken rib, leaving the class to Neil Dineen's Mini.

Ray Mallock led the Shellport Clubmen's race for all of one corner in Barry Smith's U2 Mk 11B before the gearbox broke. Brother Dick took over in the Mk 12 until Noel Stanbury came steaming past on the soaking track which was now atrociously treacherous. On lap 7 the leader spun at Old Hall allowing Mallock past for exactly one lap before he copied the performance and put the U2 in the barriers like many before him. Stanbury eased off to win by a goodly distance from Brian Husband's U2 Mk 12, Adam Bennett having rebored the Aerofan Special in Nike fashion to Mallock D, and Vernon Davies had performed a similar trick at Lodge with his U2 Mk 11B. The only other car on the same lap as the winner was Peter Cooke's class-winning U2 which, on its Torinos, spun less often than Derek Walker's Ladybird Mk 10.

Thirty Formula Fords made a fearsome sight in the spray at the start of their race but, although a few were weeded out against the Armco, the standard of driving was high enough to prevent any nasty shunts. Donald

MacLeod outdrove everyone else so thoroughly that he completed the first lap with his old Merlyn Mk 11 already the length of the pit straight in front. Roger Manning, winner in the wet two weeks earlier, was more than a match for the others in the Air Call Elden Mk 10 while Richard Hawkins brought his Titan Mk 8 in third after Bob Annot (Merlyn Mk 24) and Roger Bruce-White (Dulon LD9 15) had lost time spinning together. Sensation of the race, however, was young Richard Morgan who drove his old Lotus 61M from the ninth row of the grid up to fourth, setting fastest lap in the process, and recalling some of his older brother's efforts in outdated machinery in similar conditions a few years ago. Derek Lawrence retired the Dulon MP15 after leading into Old Hall on lap one when an ignition wire fell off while Peter Harrington never even took up his front row position when the Cougar lapsed on to one cylinder on the warming-up lap.

Ten starters for five laps did not encourage many spectators to stay for the last race but the battle between Millington's Fireza and the Mini of Sedic Bell had those who did cheering like mad as Bell stormed round and actually led laps three and four. On the last lap he took Knickerbrook in such an unorthodox oversteer on the grass and almost into the Armco that he had to give beat to the bigger car, but only by 0.4 s.

John Player International Formula 3 Championship, Round 2

Oulton Park, 20th April 1973

20 laps, 55.22 miles

1 Russell Wood (March-Novam) 75.51 34 m 54.4 s, 85.95 mph. 2 Alan Jones (R. Vagor) 75.11 44 m 57.1 s. 3 Maxem Kuwahara (R. Trobay) 77.2 41 m 56.8 s. 4 Damon Magee (B. Atham) 76.0 41 m 56.8 s. 5 S. J. Cooper (Friedrich) 75.1 41 m 56.8 s. 6 Ian Taylor (M. H. Vagor) 73.1 41 m 56.8 s. 7 Mark Larmer (M. H. Vagor) 74.1 41 m 56.8 s. 8 W. G. B. (M. H. Vagor) 73.1 41 m 56.8 s. 9 Roger Keele (March Vagor) 73.1 41 m 56.8 s. 10 G. Annot (Merlyn) 73.1 41 m 56.8 s. 11 N. H. (M. H. Vagor) 73.1 41 m 56.8 s. 12 V. H. (M. H. Vagor) 73.1 41 m 56.8 s. 13 P. H. (M. H. Vagor) 73.1 41 m 56.8 s. 14 P. H. (M. H. Vagor) 73.1 41 m 56.8 s. 15 P. H. (M. H. Vagor) 73.1 41 m 56.8 s. 16 P. H. (M. H. Vagor) 73.1 41 m 56.8 s. 17 P. H. (M. H. Vagor) 73.1 41 m 56.8 s. 18 P. H. (M. H. Vagor) 73.1 41 m 56.8 s. 19 P. H. (M. H. Vagor) 73.1 41 m 56.8 s. 20 P. H. (M. H. Vagor) 73.1 41 m 56.8 s.

Heat One (10 laps) 1 Brise 16 m 37.4 s, 101.39 mph. 2 Wood 16 m 37.4 s, 101.39 mph. 3 Magee 16 m 37.4 s, 101.39 mph. 4 Jones 16 m 37.4 s, 101.39 mph. 5 Perkins 16 m 37.4 s, 101.39 mph. 6 M. H. Vagor 16 m 37.4 s, 101.39 mph. 7 R. Vagor 16 m 37.4 s, 101.39 mph. 8 R. H. Vagor 16 m 37.4 s, 101.39 mph. 9 R. H. Vagor 16 m 37.4 s, 101.39 mph. 10 R. H. Vagor 16 m 37.4 s, 101.39 mph. 11 R. H. Vagor 16 m 37.4 s, 101.39 mph. 12 R. H. Vagor 16 m 37.4 s, 101.39 mph. 13 R. H. Vagor 16 m 37.4 s, 101.39 mph. 14 R. H. Vagor 16 m 37.4 s, 101.39 mph. 15 R. H. Vagor 16 m 37.4 s, 101.39 mph. 16 R. H. Vagor 16 m 37.4 s, 101.39 mph. 17 R. H. Vagor 16 m 37.4 s, 101.39 mph. 18 R. H. Vagor 16 m 37.4 s, 101.39 mph. 19 R. H. Vagor 16 m 37.4 s, 101.39 mph. 20 R. H. Vagor 16 m 37.4 s, 101.39 mph.

Heat Two (10 laps) 1 Jones 16 m 37.4 s, 101.39 mph. 2 Wood 16 m 37.4 s, 101.39 mph. 3 Magee 16 m 37.4 s, 101.39 mph. 4 Perkins 16 m 37.4 s, 101.39 mph. 5 M. H. Vagor 16 m 37.4 s, 101.39 mph. 6 R. Vagor 16 m 37.4 s, 101.39 mph. 7 R. H. Vagor 16 m 37.4 s, 101.39 mph. 8 R. H. Vagor 16 m 37.4 s, 101.39 mph. 9 R. H. Vagor 16 m 37.4 s, 101.39 mph. 10 R. H. Vagor 16 m 37.4 s, 101.39 mph. 11 R. H. Vagor 16 m 37.4 s, 101.39 mph. 12 R. H. Vagor 16 m 37.4 s, 101.39 mph. 13 R. H. Vagor 16 m 37.4 s, 101.39 mph. 14 R. H. Vagor 16 m 37.4 s, 101.39 mph. 15 R. H. Vagor 16 m 37.4 s, 101.39 mph. 16 R. H. Vagor 16 m 37.4 s, 101.39 mph. 17 R. H. Vagor 16 m 37.4 s, 101.39 mph. 18 R. H. Vagor 16 m 37.4 s, 101.39 mph. 19 R. H. Vagor 16 m 37.4 s, 101.39 mph. 20 R. H. Vagor 16 m 37.4 s, 101.39 mph.

MCD Special Saloon Car Championship round (10 laps) 1. Steve M. (Ford) 75.11 34 m 54.4 s, 85.95 mph. 2. Alan Jones (R. Vagor) 75.11 44 m 57.1 s, 85.95 mph. 3. Maxem Kuwahara (R. Trobay) 77.2 41 m 56.8 s, 85.95 mph. 4. Damon Magee (B. Atham) 76.0 41 m 56.8 s, 85.95 mph. 5. S. J. Cooper (Friedrich) 75.1 41 m 56.8 s, 85.95 mph. 6. Ian Taylor (M. H. Vagor) 73.1 41 m 56.8 s, 85.95 mph. 7. Mark Larmer (M. H. Vagor) 74.1 41 m 56.8 s, 85.95 mph. 8. W. G. B. (M. H. Vagor) 73.1 41 m 56.8 s, 85.95 mph. 9. Roger Keele (March Vagor) 73.1 41 m 56.8 s, 85.95 mph. 10. G. Annot (Merlyn) 73.1 41 m 56.8 s, 85.95 mph. 11. N. H. (M. H. Vagor) 73.1 41 m 56.8 s, 85.95 mph. 12. V. H. (M. H. Vagor) 73.1 41 m 56.8 s, 85.95 mph. 13. P. H. (M. H. Vagor) 73.1 41 m 56.8 s, 85.95 mph. 14. P. H. (M. H. Vagor) 73.1 41 m 56.8 s, 85.95 mph. 15. P. H. (M. H. Vagor) 73.1 41 m 56.8 s, 85.95 mph. 16. P. H. (M. H. Vagor) 73.1 41 m 56.8 s, 85.95 mph. 17. P. H. (M. H. Vagor) 73.1 41 m 56.8 s, 85.95 mph. 18. P. H. (M. H. Vagor) 73.1 41 m 56.8 s, 85.95 mph. 19. P. H. (M. H. Vagor) 73.1 41 m 56.8 s, 85.95 mph. 20. P. H. (M. H. Vagor) 73.1 41 m 56.8 s, 85.95 mph.

Over 1300 cc class 1. M. H. Vagor 84.74 mph. 2. Mann, 7. Turner. Fastest lap: M. H. Vagor 1 m 49.8 s, 90.52 mph. 1001 to 1300 cc class 1. Chappell 84.34 mph. 2. Annot 84.34 mph. 3. M. H. Vagor 84.34 mph. 4. M. H. Vagor 84.34 mph. 5. M. H. Vagor 84.34 mph. 6. M. H. Vagor 84.34 mph. 7. M. H. Vagor 84.34 mph. 8. M. H. Vagor 84.34 mph. 9. M. H. Vagor 84.34 mph. 10. M. H. Vagor 84.34 mph. 11. M. H. Vagor 84.34 mph. 12. M. H. Vagor 84.34 mph. 13. M. H. Vagor 84.34 mph. 14. M. H. Vagor 84.34 mph. 15. M. H. Vagor 84.34 mph. 16. M. H. Vagor 84.34 mph. 17. M. H. Vagor 84.34 mph. 18. M. H. Vagor 84.34 mph. 19. M. H. Vagor 84.34 mph. 20. M. H. Vagor 84.34 mph.

Up to 1000 cc class 1. Alan Clacher 80.41 mph. 2. M. H. Vagor 80.41 mph. 3. M. H. Vagor 80.41 mph. 4. M. H. Vagor 80.41 mph. 5. M. H. Vagor 80.41 mph. 6. M. H. Vagor 80.41 mph. 7. M. H. Vagor 80.41 mph. 8. M. H. Vagor 80.41 mph. 9. M. H. Vagor 80.41 mph. 10. M. H. Vagor 80.41 mph. 11. M. H. Vagor 80.41 mph. 12. M. H. Vagor 80.41 mph. 13. M. H. Vagor 80.41 mph. 14. M. H. Vagor 80.41 mph. 15. M. H. Vagor 80.41 mph. 16. M. H. Vagor 80.41 mph. 17. M. H. Vagor 80.41 mph. 18. M. H. Vagor 80.41 mph. 19. M. H. Vagor 80.41 mph. 20. M. H. Vagor 80.41 mph.

Up to 850 cc class 1. M. H. Vagor 80.41 mph. 2. M. H. Vagor 80.41 mph. 3. M. H. Vagor 80.41 mph. 4. M. H. Vagor 80.41 mph. 5. M. H. Vagor 80.41 mph. 6. M. H. Vagor 80.41 mph. 7. M. H. Vagor 80.41 mph. 8. M. H. Vagor 80.41 mph. 9. M. H. Vagor 80.41 mph. 10. M. H. Vagor 80.41 mph. 11. M. H. Vagor 80.41 mph. 12. M. H. Vagor 80.41 mph. 13. M. H. Vagor 80.41 mph. 14. M. H. Vagor 80.41 mph. 15. M. H. Vagor 80.41 mph. 16. M. H. Vagor 80.41 mph. 17. M. H. Vagor 80.41 mph. 18. M. H. Vagor 80.41 mph. 19. M. H. Vagor 80.41 mph. 20. M. H. Vagor 80.41 mph.

Shellport Clubmen's Formula Championship round (10 laps) 1. Noel Stanbury 76.12 mph. 2. Brian Husband 76.12 mph. 3. Ray Mallock 76.12 mph. 4. Vernon Davies 76.12 mph. 5. Adam Bennett 76.12 mph. 6. Peter Cooke 76.12 mph. 7. Derek Walker 76.12 mph. 8. Ray Mallock 76.12 mph. 9. Vernon Davies 76.12 mph. 10. Adam Bennett 76.12 mph. 11. Peter Cooke 76.12 mph. 12. Derek Walker 76.12 mph. 13. Ray Mallock 76.12 mph. 14. Vernon Davies 76.12 mph. 15. Adam Bennett 76.12 mph. 16. Peter Cooke 76.12 mph. 17. Derek Walker 76.12 mph. 18. Ray Mallock 76.12 mph. 19. Vernon Davies 76.12 mph. 20. Adam Bennett 76.12 mph.

1001 to 1400 cc class 1. Stanbury 76.12 mph. 2. Husband 76.12 mph. 3. Mallock 76.12 mph. 4. Davies 76.12 mph. 5. Bennett 76.12 mph. 6. Cooke 76.12 mph. 7. Walker 76.12 mph. 8. Mallock 76.12 mph. 9. Davies 76.12 mph. 10. Bennett 76.12 mph. 11. Cooke 76.12 mph. 12. Walker 76.12 mph. 13. Mallock 76.12 mph. 14. Davies 76.12 mph. 15. Bennett 76.12 mph. 16. Cooke 76.12 mph. 17. Walker 76.12 mph. 18. Mallock 76.12 mph. 19. Davies 76.12 mph. 20. Bennett 76.12 mph.

BOC Formula Ford Championship round (10 laps) 1. Donald MacLeod (Merlyn Scholer) 81.11A 39 m 26.2 s, 85.04 mph. 2. Roger Manning (Elden Moor) 81.11A 39 m 26.2 s, 85.04 mph. 3. Richard Morgan (Lotus) 81.11A 39 m 26.2 s, 85.04 mph. 4. Bob Annot (Merlyn) 81.11A 39 m 26.2 s, 85.04 mph. 5. Bob Annot (Merlyn) 81.11A 39 m 26.2 s, 85.04 mph. 6. Bob Annot (Merlyn) 81.11A 39 m 26.2 s, 85.04 mph. 7. Bob Annot (Merlyn) 81.11A 39 m 26.2 s, 85.04 mph. 8. Bob Annot (Merlyn) 81.11A 39 m 26.2 s, 85.04 mph. 9. Bob Annot (Merlyn) 81.11A 39 m 26.2 s, 85.04 mph. 10. Bob Annot (Merlyn) 81.11A 39 m 26.2 s, 85.04 mph.

Over 1600 cc class 1. M. H. Vagor 82.18 mph. 2. Sugden 82.18 mph. 3. Roy Yates 82.18 mph. 4. Ford 82.18 mph. 5. Ford 82.18 mph. 6. Ford 82.18 mph. 7. Ford 82.18 mph. 8. Ford 82.18 mph. 9. Ford 82.18 mph. 10. Ford 82.18 mph. 11. Ford 82.18 mph. 12. Ford 82.18 mph. 13. Ford 82.18 mph. 14. Ford 82.18 mph. 15. Ford 82.18 mph. 16. Ford 82.18 mph. 17. Ford 82.18 mph. 18. Ford 82.18 mph. 19. Ford 82.18 mph. 20. Ford 82.18 mph.

1001 to 1600 cc class 1. Myttrough 79.95 mph. 2. M. H. Vagor 79.95 mph. 3. M. H. Vagor 79.95 mph. 4. M. H. Vagor 79.95 mph. 5. M. H. Vagor 79.95 mph. 6. M. H. Vagor 79.95 mph. 7. M. H. Vagor 79.95 mph. 8. M. H. Vagor 79.95 mph. 9. M. H. Vagor 79.95 mph. 10. M. H. Vagor 79.95 mph. 11. M. H. Vagor 79.95 mph. 12. M. H. Vagor 79.95 mph. 13. M. H. Vagor 79.95 mph. 14. M. H. Vagor 79.95 mph. 15. M. H. Vagor 79.95 mph. 16. M. H. Vagor 79.95 mph. 17. M. H. Vagor 79.95 mph. 18. M. H. Vagor 79.95 mph. 19. M. H. Vagor 79.95 mph. 20. M. H. Vagor 79.95 mph.

Up to 850 cc class 1. Peter Crouch 85.0 M.N. 75.25 mph. 2. Peter Crouch 85.0 M.N. 75.25 mph. 3. Peter Crouch 85.0 M.N. 75.25 mph. 4. Peter Crouch 85.0 M.N. 75.25 mph. 5. Peter Crouch 85.0 M.N. 75.25 mph. 6. Peter Crouch 85.0 M.N. 75.25 mph. 7. Peter Crouch 85.0 M.N. 75.25 mph. 8. Peter Crouch 85.0 M.N. 75.25 mph. 9. Peter Crouch 85.0 M.N. 75.25 mph. 10. Peter Crouch 85.0 M.N. 75.25 mph.

On the penultimate lap of the Rothmans European Championship Formula 5000 round, American Brett Lunger made a move which gave Trojans their first ever 5000 win with Sid Taylor's European car, at an average speed of 121.85 mph, faster than the previous outright lap record. Lunger's win also puts him into the lead of the Rothmans Championship.

For 23 of the 25 laps, Lunger tailed the Shellport Luxembourg Lola T330 of Dutchman Gij's van Lennep before taking the lead at the Hairpin while lapping a back marker, these two having pulled well clear of the rest of the field. Lunger's outright lap record at the end stood at 124.44 mph (1 m 18.4 s) and he deservedly earned the BP Man of the Meeting for his performance in the new car, which he had not sat in before the morning's practice. Goodyear tyres shod the leading duo.

ENTRY AND PRACTICE

This race, the fourth round in the Rothmans Championship, constituted the first non-American infiltrated race in the European series and despite being graced with Hobbs, Scheckter and Gethin of Formula 5000 in the previous rounds, this first all-European affair still had a great deal to offer.

Practice for this 25 lap race, organised by BRSCC's East Anglia centre, was restricted to just a one hour session, which does seem a bit mean for an international class of racing. What made it worse was the undecided weather, with the morning being far from good when the track became intermittently damp from rain showers. However the track did stay dry enough at the end of practice for Dutch 1972 Rothmans Champion Gij's van Lennep to slip some slicks on and take his Shellport Luxembourg Lola T330 around in 1 m 20 s, 1 s under the record established in 1971 (To put that in further perspective Fittipaldi's Formula 1 JPS has lapped the circuit in 1 m 17 s in unofficial testing). Van Lennep's car had benefited from a visit to the Lola factory where the cooling system had been given attention with respect to the positioning of the oil coolers and radiator and other detailed modifications which also had improved the handling of the Alan Smith-powered car. Major problem for the Lola cars has been a shortage of wheels owing to a foundry strike which has meant the postponement of any testing.

With Jody Scheckter's original Winston Delta Tiro Trojan on its way to America, Sid Taylor managed to persuade Trojan into producing his second identical T101 in time for this race, although the car never turned a wheel before the morning's practice. Fitted with an "old-hack" Alan Smith engine, Brett Lunger wasn't expected to work wonders with the car, but fitted with intermediates on a drying track, shot round in 1 m 21 s to complete the front row, declaring the Trojan easier to throw into corners than the Hogan Lola but not as quick in straight line speed.

Still on his honeymoon, Steve Thompson took time off to drive Alan Brodie's usual Servis-sponsored Chevron B24, which recorded a fine 1 m 21.2 s despite Steve's practice being shortened when a water hose blew off. With Steve on the second row was New Zealander David Oxton, whose Morand-Chevrolet powered Begg FM5 managed a very creditable 1 m 21.4 s. The third row comprised the Anglo-American Racing Team Chevron B24s of Bobby Brown and championship leader Tony Dean, both using fuel-injected Morand Chevrolet engines and American Brown emerging faster than Dean by 0.2 s (1 m 22.4 s to 1 m 22.6 s). And then came Keith Holland's usual Ian Ward Racing orange Trojan which wasn't going as well as usual, owing to fuel starvation—a legacy of the Silverstone meeting—in the Alan Smith engine, with Ian Ashley completing the fourth rank. Ashley's smart Hanley Pork Lift Lola T330 had also been to Lolas since its last outing for a few mods, but still used a rather uncompetitive Kitchiner-inspired Chevrolet engine to record 1 m 23 s.

While van Lennep was much happier with his Shell Luxembourg Lola, the ever-smiling Dane Tom Belso had to make do with over-

SNETTERTON

Lunger's new Trojan wins

By ROBERT FARNALL

steer problems in his Lola-Smith T330, but still pleased to do F5000 compared with Formula 2—"there's much more power to handle and keep down," explained Tom. The third Shell Luxembourg car, the Surtees TS11 of Ckve Santo, completed the fifth row with Belso, in 1 m 24.4 s, a time equalled by the burly Scot Jock Russell whose green McRae-Smith GM1 kept jumping out of gear at the Hairpin. Next on 1 m 25.2 s came Bob Evans, who STP-sponsored Trojan T101 still needs quite a bit of sorting before becoming a race winner, and on this occasion, Bob was using an Alan Smith unit in place of the Race Engine Services engine, but it only arrived in time for the car to appear in practice.

Also well down was sports car ace Guy Edwards whose Barclays-sponsored Lola T330 had been rebuilt since its Mallory shunt when the monocoque was ripped on one side. Edwards' car however only did a few laps in practice with a down-on-power engine, oil leak and gear selector problems, which accounted for a poor 1 m 28.2 s practice time. Also suffering problems was poor Alan Rollinson, who really does need a sponsor to show what his true capabilities are. Alan recorded 1 m 26.4 s with his McRae which was running in during practice having just found a block in time from Kitchiner after its blow-up at Silverstone. Teddy Pilette was 2.2 s slower than Rollinson with his tidy VDS Chevron Morand B24 which was also running a new engine since Silverstone but had the wrong gear ratios for its practice session. Completing the grid was Chris Featherstone's old Lola T190/2 with an uncompetitive time of 1 m 31.5 s while Colin Hyams went off the road in his slow Lola T330 after recording 1 m 44.4 s and then had the car go on fire in the paddock. If Hyams could produce fire, Graham McRae's Iberia McRae couldn't. Ever since unofficial practice on the Thursday, the car was being towed around the paddock with its new Bartz fuel-injected engine unable to muster any life owing to a fault in the injection system and the car had to be put back into its transporter.

RACE

The weather was still undecided but at least dry when the 16 cars lined up for the two-by-two rolling start and when the course car pulled off at the end of the pace lap, the spectators at Riches were treated to a wonderful sight as van Lennep charged ahead of Lunger and Thompson. That's how they stayed all round the 2.71 miles with van Lennep,

Lunger and Thompson in line astern pulling away from Brown, Dean and Holland and then another gap before Oxton, Pilette, Edwards, Russell and Rollinson. Drama had already occurred at the Hairpin when Belso tried to make up ground past Ashley and Santo into the corner, got pushed out into the puddles and spun at the corner, causing the other two to go off. All three continued well down, with Ashley soon retiring with a damaged front. Bob Evans' Trojan got as far as the Esses before crashing into the bank without injury to the driver.

Van Lennep and Lunger gradually pulled away from Thompson, especially after the seventh lap when the Chevron's tyres started to go off throwing the car from understeer at the Hairpin to oversteer in other places. Holland and Dean changed places behind Bobby Brown for the first couple of laps before Dean's Chevron challenged his team-mate and took him in to the Hairpin for the fifth time. Pilette meanwhile was making strong ground on this group, easily pulling away from Edwards, Oxton, Rollinson and Russell.

For lap after lap, the two leaders lapped at record-breaking speeds nose-to-tail, with American Lunger patiently sitting on the tail of the Lola, pulling well ahead of the Servis Chevron. Pilette was really going great guns, as he slipped by the fourth place group to take charge of the position on the seventh lap. However it was not to last. After holding off Dean for 12 laps, the red VDS Chevron pulled off on the Pit Straight on the 18th tour when the fan belt came off the fuel injection pump. This left Dean in a comfortable fourth place, as he was well clear of a very unwell Brown. Brown was involved in quite a tussle with Holland's Trojan until the 13th lap when Holland spun at Sear and Russell as the sick engine was blowing out water on to the tyres and after its Russell spin, the boiling Trojan was pushed into the pits. With Brown settled in a secure fifth, there was a mighty battle going on behind him between Edwards and Oxton with the sick and smoky Smith-engined Lola of Edwards holding control over the Begg until the 11th lap when the two touched at the Hairpin, and then regaining command three laps later. Rollinson pulled away from Russell in 10th position with Belso splitting the two McRaes by lap 11.

The dice for the lead was fantastic with Lunger lowering the lap speed to 124.44 mph and in the closing laps making serious determined attempts to get by the "wide"

Tom Pryce began his weekend of winning at Snetterton, seen here lapping Martin Watson.



Lola, as he described later. The two of them were threading through the back markers with little trouble, the white Trojan making up lots of ground on the corners whereas it seemed to be losing out on the straights. Langer's chance came with two laps to go. Then the two rapid leaders came up to lap the Edwards/Oxton battle with Edwards in front but after Belso had done a nice holding up job on Langer to help his team-mate, van Lennep got a bit of the same treatment with lapping those two in to the Hairpin. Langer was on the outside of the Lola into the Hairpin for the 24th time but when the Shell car went out wide, Langer threw the Trojan into the inside line and took over the lead. Now there was nothing van Lennep could do. He kept right on the tail of the Trojan, but Brett had the race and wasn't going to let go of it, completing the last tour without any pestering from van Lennep to finish 0.6 s clear after a tremendous dice.

Thompson's third place was secure throughout with its dodgy tyres as was fourth and fifth places for the two Anglo-American Chevrons of Dean and Brown, Brown being carried out of his car he was so ill. A lap down, Edwards continued to hold Oxton at bay, with Belso moving up to eighth by half-distance after the first lap accident despite the understeering problem and within a lap or two would have caught the sixth placed dice. Belso's move up into eighth on lap 18 demoted Robinson to ninth Robinson having fitted his unsort-engineered McRae with Intermediates hoping that it might rain and he would do a McRae and win the race. The only trouble was, it didn't rain and he had to make do with ninth, well ahead of Russell with Santo the only other finisher since the slow Featherstone was lapped so many times he did insufficient laps to qualify as a finisher.

SUPPORTING RACES

With the over £3000 STP production sports mixed with the over £1500 Castrol production saloons in the opening race of the day, there wasn't much guessing needed to predict a runaway win for the Porsche Carreras. In the Porsche GB Ltd Carrera, Nick Feure dominated the race from start to finish, opening up a 30 s lead on the similar car of 27-year-old London property developer John de Stefano who lost third gear early on and who lent this '72 Motor Show car for Chris Meek to drive earlier in the year.

With these sports cars way out in front, main interest centred in the saloon category with it getting off to a bad start by way of a huge shoving match. Tony Lanfranchi's Shell Luxembourg 3-litre BMW 51 tried to squeeze through a gap between front row occupants Richard Lloyd (Chevrolet Camaro) and Gordon Spice (3-litre Capri) which resulted in a lot of expensive panel damage to these cars and John Handley's closely-following 2 litre Alfa GTV as well as seriously delaying all of them. With this lot sorting themselves out, Roger Bell was power-sliding the Rothmans BMW through the corners in absolutely beautiful style to lead the class and hold third overall from the Capris of Jim Edwards and John Brindley with Lloyd's splendid Camaro quickly picking up places. From ninth on the 1st lap Lloyd had taken command of the class on the third lap and kept out of reach of the others for the rest of the race, with Brindley taking Bell at the Hairpin on lap 6, challenged by Lanfranchi, Spice (on a mixture of Torinos and Kleber) and Crabtree, while Edwards returned to the pits with a partially seized engine.

Lloyd's lead was nearly stopped when a black flag appeared for him owing to the exhaust (damaged in the shunt) scraping along the ground but a mechanic talked the magic words and the black flag was withdrawn. Having demoted Bell on lap 9 at the Hairpin, Lanfranchi tried his utmost to outdo Brindley, succeeding on the last of 10 thrilling laps at the Hairpin after the two went through the corner side-by-side, but still Brindley wouldn't give up and finished less than a second adrift with Bell taking sixth place, barely ahead of Spice's battered Wisharts Capri which

made up from 12th place on the first lap following the shunt. Crabtree's Wilment Capri lost contact with this group in eighth place, nearly being caught in at the finish by Alan Minshaw's Demon Tweedes Porsche 911E which took third place in the sports car class.

Brian Cutting drove Tony Shaw's usual Norman Reeves 3 litre Capri to good effect despite having a down-on-power engine, as he started from the back row of the grid to snatch 10th place from Shaun Jackson's Triumph TR6 which won its class, Barrie Boul's Capri 3 litre which went off at the Hairpin on the eighth lap and Handley's Alfa making up ground after the start line incident. Peter Semus's Goodrich-shod 7 litre Corvette was well up with these until the Song Ray retired to the pits after three laps with a broken piston.

The other class in this race was the £1050 saloon category which provided the customary win for Ivan Dutton who seems to be walking away with the Castrol championship overall, with his Escort Sport—the same one he used last year. Simon Kirkby's Simca Rally was Dutton's nearest rival, finishing 4 s behind with the only other contenders anywhere near being Keith Wallace's Simca, Dennis Bissell's Viva 1800 and Richard Mortimer's Escort Sport, these three were covered by 6 s at the flag.

Although the race finished a little after 2:45 pm, it was well after 8 pm before the results could be announced as provisional, while various protests were heard. Gordon Spice and Richard Lloyd protested Lanfranchi's driving tactics at the start and Lanfranchi was fined £15 and reprimanded. However in return Mathwall protested Lloyd's Camaro regarding a baffle in the sump, which Richard claimed was a safety modification. Last week the Camaro (which is Richard's last year car, entered by London property developer A J Rivers, and running with a Racing Services engine after its Mathwall one did itself no good when running in) was protested at Ingilton for having a front air dam but was allowed to keep its win. Now after its second win it was the turn of something else to be protested and someone from BMW was heard to comment that they know 20 things they could pick the car out on when it beats their 3-litre CS. However, for the moment Lloyd's car has been disqualified from the results, but the RAC are still investigating the matter, and Lanfranchi is the provisional class winner.

The Formula Ford race was a non-championship affair but still well-supported with Pato Nunes' black Elden Mk 10A setting the pace for most of the first lap before local star Jim Russell, pupil, Belgian Patrick Neve, relieved Nunes of the lead in his Shell Sport Merlyn-Scholar Mk 24. From then on, Neve simply walked off into the distance leaving Nunes in an equally lonely second. Matthew Argenti's Merlyn Mk 24 held a good third place for the whole race, having pulled clear of the first battle which saw Chris Alford's Merlyn Mk 17 beating pole position man David Minlater (Elden Mk 8), Glen Eagling's Lotus 61 and Lou de Marco's Merlyn Mk 20A.

The second combined STP and Castrol classes produced another tremendous race with Bernard Unett's smart Chrysler Dealer Team Hunter GLS taking to the lead into Riches while Julian Stock's smart Lotus Europa Special entered and looked after by Rodney Bloor's Sports Motors had to start from the back row of the grid after being very quick in practice but finding out that the timekeepers hadn't timed in because they didn't like the smart JPS-type numbers! Whatever Stock had the class sewn up as Roger Smith's Elan failed in practice and there were no other takers—trouble is, though, Stock earns no points for his efforts.

Allan Wilkison's Escort Mexico dived through the Hairpin ahead of the Hunter on the first lap only to have Unett regain the lead before the lap was completed with the Firenzas of Tim Stock and Denis Thorne hard on their tails, from Barrie Whizzo Williams whose GN Firenza was getting as sideways as ever Unett suffered "from brain fade" on the second lap, however, when the Hunter went autocrossing at Sear, putting Wilkinson



Van Lennep leads Langer's Trojan and Thompson's Brown's Chevron. Below, Keith Wallace rings his bell.



back in front for half a lap before Stock motored past the Mexico out of Russell with Unett hard on the tail of Williams. Time and again Thorne would go off at the Hairpin, but still clung on to its third place until the fourth lap when Thorne's excursion at the Hairpin dropped him behind Whizzo Williams.

Meanwhile Unett was quickly making up ground, taking over second place at the Hairpin on the fourth lap. The leading Firenza of Stock was now under heavy attack from the Avenger, and on the fifth lap Unett was through into the lead by the Esses with Stock even getting back alongside at the Hairpin for the sixth time before the two touched. Suddenly up into the leader board, however, came Julian Stock's Europa. From its back row grid placing, Stock had already taken ninth place by the first lap and gradually picked off the rest of the field until by the eighth lap he was split the leading Hunter from its two sparring partners, Stock and Wilkinson. The Europa seemed all set to take the lead and on the 10th lap did so at the Hairpin, but Unett still didn't give up, catching right up on to the tail of the sports car through Russell to finish 0.2 s behind Stock.



at the Esses early in the race, followed by Bobby Illye round in pursuit of Richard Mortimer's Escort.



and Wilkinson, now a little further back, changed places on the last couple of laps with the Fireza claiming third place at the finish, and Williams had to be content with fifth while Thorne made several off-course trips at the Hairpin before finishing a distant sixth, pulling away in the closing laps from Neil McGrath's Mexico.

Finishing 10th overall, Geoff Till's Midget cleaned up the £1,200 sports car category with no problems from Andrew Chatburn's Midget which did have the close attentions of Terry Hathaway's similar car until that dropped back, while in the saloon economy class Tony Lanfranchi took command of the sturdy Moskvich to claim its customary class prize, Eric Horsefield's similar car being well out of contention on this occasion. Till's Midget was involved in a scrap with Mike Smith's Mexico until that did itself no good against the bank at Russell on the sixth lap.

Whatever the Welshman drives, young Tom Pryce goes extremely well and in the BP Formula Atlantic Championship round Pryce was clearly fastest in practice with the Race Engine Services-engined works Royale RP12A, the only driver to lap under the record in far

from ideal conditions. Graham Eden had something to smile about with the front row being completed with cars using his engines, Peter Wardle's Surtees TS15 going much better, and Cyd Williams' Brabham BT40 with its new-type shortened nose. And it was the two Eden-powered cars which left the line in the lead while Sid Fox's stalled Huron caused problems for Reg James' Brabham BT28/35 which ended up in the bank, John Lepp's Chevron B25 which spun and continued for a few laps at the tail of the field and for Colin Andrews' March 712 which also spun and retired on the spot.

Meanwhile Wardle and Williams took the Hairpin side-by-side on the first lap, with Wardle taking the lead and Pryce holding third place from Steve Choularton's March 732, Brian Robinson's Ensign and Colin Vandervell's Triplex March 732 which had started slowly from the second row and didn't take long to displace the Ensign. Pryce meanwhile soon caught up with the two leaders and nipped by Williams' Brabham at the Hairpin on the fourth lap before making his bid on Wardle, the Royale taking the outside line of the Surtees at the Hairpin on the fifth lap to take the lead.

With Pryce now out in his expected first place, interest now centred on Colin Vandervell's performance as he closed on the two Eden-powered cars, having disposed of Choularton on the fifth lap. Vandervell's task was made somewhat easier when Williams spun the Brabham at Russell to continue in sixth and Wardle's engine went off-song after it touched a valve in practice and the Surtees headed for the pits after eight well-contested laps. Vandervell himself had a moment on lap 2 when the brakes locked at Russell and he had a very fraught sideways moment sorting it all out, but now the Triplex March was in second place, although Dave Purley's older 722 displaced Vandervell for one lap on the seventh tour, Purley having worked up from a fifth row grid position.

Vandervell reduced the lap record to 1:15.87 mph (1 m 24.2 s) as he closed on Pryce's Royale, Pryce finding too much understeer on the Royale when driving it hard. But although Vandervell did extremely well to reduce the gap from 6 s on lap nine to 0.8 s at the end of 15 laps, Pryce still had the lead across the line after 15 laps with Purley's March losing touch with these two, in third place, especially after a hairy moment at the Hairpin. Williams had another spin at the Hairpin on the 13th lap, falling back into the clutches of Choularton's March, but little Cyd pulled away again to take fourth from the Autovita March with John Nicholson's Lynxer moving into an undisputed sixth place after starting near the back of the grid. Robinson dropped back to eighth at the finish, having disputed seventh place with Martin Webb's Chevron B25 for much of the race before Webb took command on the 12th lap, while Geoff Friwell's Surtees TS10 succeeded in keeping Jas Patterson's Texaco March 722 in 10th place after Patterson started from the back row of the grid and was delayed in Jim Murdoch's Tui accident at the Hairpin which put an end to Murdoch's race. From eighth place, Ian Mawby's Lotus 69 soon retired with clutch failure.

Gerry Marshall made hard work of winning the special saloon race with the Blydenstein Fireza, which was ordered to have its rear boot-mounted spoiler taken off by the scrutineers as it didn't conform with the silhouette. (Some Minis were ruled out through their silhouette.) Marshall's 16 valve engined car was also suffering from a slipping clutch which accounted for Dave Coleman's Escort TC leading the race until the last lap when Gerry restored the Fireza to its customary first place. Coleman's drive was a good one, the Escort having had a push start on the line and taking the lead by half-distance before landing up second, including its 10 s push start penalty. Bill Cox's Capri-Chrysler held second place behind Coleman for a time but ended up being demoted to fourth place by Peter Baldwin's damaged class-winning Mini which had the close attentions of John Homewood's Imp until that pulled off at half-distance after the two touched at Hairpin. Sean Tierney's

Mini Cooper S was next up, Tierney actually leading across the line on the first and third laps before dropping back while the duce for B50 class leadership between the Minis of Norman Bowers and Graham Boulton ended spectacularly on the sixth lap when Boulton rolled a few times at Russell from which he escaped unhurt and Bowers was left with the class win.

The excellent meeting was concluded with the fun and games of a Shellport Mexico Celebrity race, which was highlighted by a thrilling scrap for the lead between Bernard Unett, Tom Pryce and Steve Thompson. Unett and Pryce swapped places continually, particularly at the Hairpin, with Thompson watching it all very closely from behind, and saloon car expert Unett ended up fractionally ahead of the Welshmen with Thompson right behind too. Fourth place was equally as close with Geoff Till emerging on top from a continually dicing Tony Lanfranchi, Gerry Marshall (from 16th grid placing), and Gys van Lennep, with Patrick Neve losing contact with this gaggle in eighth place. There was yet another hairy-fought gaggle for ninth place with the order eventually resolved in Tony Dean, Palo Nunez, Brett Linger, Nick Faure and Graham McRae.

Rothmans European Formula 3000 Championship round, 23 laps

1. Brett Linger Trojan-Chevrolet/Smith T1013, 33 m 26.4 s, 121.30 mph
2. Gys van Lennep Lotus-Chevrolet/Smith T330, 33 m 4.3 s
3. Steve Thompson (Chevron/Chevrolet/RSE T514), 33 m 31.0 s
4. Tony Dean, Chevron-Chevrolet/Morand 824, 34 m 15.8 s
5. Bobby Brown (Chevron-Chevrolet/Morand 834), 34 m 38.4 s
6. Guy Edwards (Lotus-Chevrolet/Smith T330), 34 laps
7. David Eaton (Borg-Warner/Morand PM3), 34 laps
8. Tom Pryce (Lotus-Chevrolet/Smith T330), 34 laps
9. Alan Brown (Lotus-Chevrolet/Smith T330), 34 laps
10. John Russell (Lotus-Chevrolet/Smith T330), 34 laps
11. Colin Vandervell (Triplex March 732), 34 laps
12. Steve Choularton (March 732), 34 laps
13. Brian Robinson (Ensign), 34 laps
14. John Lepp (Chevron B25), 34 laps
15. Sid Fox (Huron), 34 laps
16. Reg James (Brabham BT28/35), 34 laps
17. Peter Wardle (Surtees TS15), 34 laps
18. Cyd Williams (Brabham BT40), 34 laps
19. Graham Eden (Lotus-Chevrolet/Smith T330), 34 laps
20. Neil McGrath (Mexico), 34 laps
21. Richard Mortimer (Escort), 34 laps
22. Bobby Illye (Lotus-Chevrolet/Smith T330), 34 laps
23. John Nicholson (Lynxer), 34 laps
24. Jim Murdoch (Tui), 34 laps
25. Ian Mawby (Lotus 69), 34 laps
26. Jas Patterson (Texaco March 722), 34 laps
27. Martin Webb (Chevron B25), 34 laps
28. Dave Coleman (Escort TC), 34 laps
29. Gerry Marshall (Blydenstein Fireza), 34 laps
30. Peter Baldwin (Mini), 34 laps
31. Bill Cox (Capri-Chrysler), 34 laps
32. John Homewood (Imp), 34 laps
33. Tony Lanfranchi (Moskvich), 34 laps
34. Eric Horsefield (Moskvich), 34 laps
35. Terry Hathaway (Midget), 34 laps
36. Andrew Chatburn (Midget), 34 laps
37. Mike Smith (Mexico), 34 laps
38. Geoff Till (Midget), 34 laps
39. Tony Dean (Lotus-Chevrolet/Smith T330), 34 laps
40. Palo Nunez (Lotus-Chevrolet/Smith T330), 34 laps
41. Brett Linger (Lotus-Chevrolet/Smith T330), 34 laps
42. Nick Faure (Lotus-Chevrolet/Smith T330), 34 laps
43. Graham McRae (Lotus-Chevrolet/Smith T330), 34 laps
44. Sean Tierney (Mini Cooper S), 34 laps
45. Norman Bowers (Mini Cooper S), 34 laps
46. Graham Boulton (Mini Cooper S), 34 laps
47. Bernard Unett (Lotus-Chevrolet/Smith T330), 34 laps
48. Steve Thompson (Lotus-Chevrolet/Smith T330), 34 laps
49. Tony Lanfranchi (Lotus-Chevrolet/Smith T330), 34 laps
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Comment from Lotus

I find it difficult to understand your correspondent Nigel Birrell's criticism (AUTOSPORT, April 19) of the truly excellent BBC coverage of the GKN-Daily Express Silver Jubilee International Trophy race. What seemed to rile Mr Birrell so much was the commentators' reference to the competing cars in the names under which they were entered . . . by their owners.

Colin Chapman decided, for a number of well-publicised reasons, to rename his racing cars "John Player Specials" as long ago as the end of 1971. Since then, his cars have won five Grands Prix, three non-championship F1 races, £10,000 of Rothmans' generously offered cash, plus the Constructors' F1 championship. If Mr Birrell doesn't like to see a British team win so convincingly, Player's (and the team's thousands of supporters) certainly do.

Your correspondent goes on to suggest that Lotus "are different from everybody else" in their close relationship with their sponsors. Yet surely he has heard about the Iso-Marlboro in Formula 1 and the Elf 2 in Formula 2, to select just two of the other sponsors mentioned by him?

The John Player/Team Lotus contract runs through to the end of 1974, by which time our cars will have competed as John Player Specials for three full seasons. I can think of several much lauded F1 projects which have lasted for a considerably shorter period.

While on the subject, please allow me to add my congratulations to the many which have been heaped on the BBC for the Silverstone TV coverage. New camera placings, together with the use of caption cards for laps covered and race positions, were imaginative innovations. And the contributions of Murray Walker and Barris Gill (surely the top two motor-sporting TV commentators) were always lucid, informative and entertaining. More, please!

MIKE DOODSON

JOHN PLAYER MOTORSPORT
PRESS OFFICER

STRATFORD, LONDON, E15

Quality control

What strikes me as being rather peculiar about the 1973 Grand Prix season is the exclusion of several drivers with proven ability and the inclusion of others whose inexperience makes the sport a battle to remain competitive and not a fight for the lead by everyone. The so-called "coming" men, Jarier, Beutler, Walker, Galli, de Adamich have all had as good a chance as Wisell, Gethin, Schenken, Stommelen to prove their worth as top class drivers but have failed. Where are the guaranteed works drives for the latter four "point getters"? Is there any room in Grand Prix racing at the moment (particularly 1973, when financial arguments have already threatened to disrupt race plans) for the James Hunts, the Rikki von Opels, the Vern Schuppans, etc? The grids are now hardly commensurate with the funds available to field them, so how can they possibly be expanded? The interest generated by the F1 Ensign, GRD, Motul, cannot be denied, but when entry lists have reached their elastic limit at 26 cars where do the new cars fit in?

Please, GPI and GPDA, let us have some quality control on GP racing as a whole and give the obviously good drivers and cars a better chance.

FELIX WOODS,
CHAIRMAN,

GRAND PRIX—SOUTHERN AFRICA
RHODESIA DEVELOPMENT ORGANISATION.

All's fair in the small print...

Your correspondent Warren Gee claims to be an enthusiast of some years' standing. Unfortunately it appears he has not taken AUTOSPORT throughout this period.

Had he been so fortunate, his recollection of the examples he cites would clearly have been more accurate. First, the Le Mans Lotus incident. The Lotus 23 was originally excluded by the scrutineers for insufficient ground clearance, this defect was corrected and the car presented again, whereupon it was rejected due to its wheels not being interchangeable (ie, four-stud front, five-stud rear). After protracted argument this condition was corrected and the car presented a third time, when the scrutineers rejected it as being against the spirit of the regulations, although complying with the letter of them.

Second, the famed Rally of the Bulb. The Mini was excluded not at pre- but post-event scrutineering as its headlights failed to comply with the French version of the regulations although it was acceptable according to the English translation as supplied in the UK.

Mr Gee can perhaps now see that neither of the above examples have any significance to a situation where an erroneous claim has been made and signed on a clearly worded legal document which, incidentally, is translated into English, that is the homologation form, from which I quote: "I hereby certify that the production mentioned here above concerns cars which are entirely completed, identical and in conformity with the recognition form submitted for the said model."

D E H BEAMS

LEPPIN NEWTON, LONDON, SE18

A letter from Clan

(A letter from Malcolm Ginsberg, Clan PR, to Peter Browning, BRSCC)

Could I make it quite clear to you that the homologation of the Clan Crusader has been suspended and is, in my opinion, of no consequence in British Club Motor Sport.

I quote from your letter: "our ideal is to keep this formula to truly production models." I strongly resent this remark and as you are aware the five cars entered in the early meetings complied with the spirit and wording of the regulations.

Other than those people who stand to gain financially from Clan's non-eligibility, I have not found one member of the BRSCC who does not want the cars to run and I take note that the un-homologated Lotus Europa Special is now to be allowed to compete.

I feel very strongly that the British Racing and Sports Car Club should discriminate against a new British manufacturer. Certainly your loss of the car is greater than our loss of competition appearances.

MALCOLM GINSBERG

(PR CLAN),

MONITOR INTERNATIONAL

OLD STREET, LONDON, EC1

Always Regazzoni?

It just had to happen, and I was waiting for it. Certainly there can be no accident in a race where Regazzoni is involved as well without him getting the blame for everything. I wonder what the films look like, which prompted the CSI to say that he caused the accident I saw on Austrian TV, which proved exactly the opposite.

I was standing at that corner, and I can assure you that there were no yellow flags at

all. How the named six or seven cars missed Hailwood is a miracle, and Ickx and Regazzoni just were not able to do another miracle, they hit him. How the blame of that accident can go to Regazzoni is certainly beyond me.

I can also assure you that there were marshals with shorts, and neither I nor Helmut Marko, who was standing next to me, saw one single marshal with fireproof clothes. Certainly the marshals are not to blame, because who would go into a fire dressed like that? Of course the marshals reacted quickly, but even so they were not able to put the fire out, it came on three times. And there is one thing for sure: had it not been for Mike Hailwood nobody would have gone to the wrecked car and pulled Regazzoni out, since the well-publicised "fastest firetender of South Africa" arrived about two and a half minutes after the accident. By that time the fire was out already. At the crucial moments there was only one person who miraculously kept his nerve and that was Mike Hailwood. There is no doubt at all in my mind that Clay would be dead had it not been for Hailwood.

And a lot of people would be glad about that: if there was no Regazzoni any more, who would get the blame for all the accidents in future?

ZURICH, SWITZERLAND DIETER STAFFERT,
EDITOR, POWERSLIDE

PS: Perhaps we can find someone who saw Regazzoni causing the spins of Stewart and Peterson at Silverstone. After all, he was in the same race.

Old MG coverage

Having just read your report of the MGCC Brands Hatch meeting last Sunday I was rather perturbed to find there was no mention of either the register races (ie the pre-'60 race or the T-type race). I realise that available space is at a premium, but even a few words about the winners would have sufficed. What was wrong with your reporter, surely he is not biased to that extent?

The older MGs certainly did not go as fast as the Formula Fords in the programme, but they really provided the crowd with plenty to talk about. This enthusiasm was clearly visible in the Stand I was sitting in, so much so that I also had to stand on my seat amidst the shouting and cheering to see if Messrs Jones, Taylor and Brown were going to beat the almost invincible Dave Clewley. The pre-'60 race also provided enough excitement for two races. For instance I had never seen so many people put their stopwatches on a single T-type, as Nick Taylor set off in the wake of the leader after his breathtaking spin on the first lap.

This is what people want to see, and judging from the interest at that particular meeting please . . . can the old MGs have the coverage they deserve? Thank you for a most enjoyable magazine.

EALING, LONDON W5 JOHN M. WHITTED

A fat March

I read with interest the article on the new STP March in your April 12 issue. With the advent of new car safety regulations, it is appreciated that many Formula 1 cars had to adapt quite drastically. But this new March F1 makes the "buxom" Surtees look like a Lotus. What are we to expect from March when they launch their "full-scale effort in F1 for 1974" with yet another new car? Perhaps we shall be treated to races between Formula 1s and sportscars!

ASHFORD, KENT N. SINGER

On a day of sunshine, bitter wind and squally showers, Allan Wilkinson won a superbly close-fought Motorcraft Mexico opener for Allen of Romford at Rufforth on Saturday. This BRSCC(N) meeting also featured a well-supported and well-promoted Tate Formula Ford round, won by Peter Harrington's Archer & Sharps/Kass Cougar-Scholar 73F, and another round in the Esso Uniflo Special Saloon series. Tate of Leeds put Cyd Williams in the Abbott Escort instead of the suspended Chris Meek, but the race produced the old story of another Mick Hill/Tricentrol Capri win and lap record.

There were enough FFs for two heats and a final in the Tate Yorkshire Post qualifier, with the first heat producing a fairly quiet opener. Peter Harrington led throughout while Californian Tony Rouff (Merlyn Mk 2DA) came up from an early 4th to finish second ahead of Bill Burley's Royale RP16 and Ken Pickering's Jamun T3. Although the latter had a couple of fraught moments, during one of which he almost hit the Armco opposite the pits, he held his 4th place.

The second heat was more exciting even though the leader—Pete Clark's Wgley Plant & Crane Hire Crosslé 25F—was never seriously challenged. After a fraught first lap which saw Peter White's Palliser WDF2 well down the field and Andrew Jeffrey's Eldon Mk 10 4th after starting almost at the back of the grid, Ted Payne's Ansa March 72H held 2nd place. However, Payne then lost a lot of time after a spin and the runner-up spot was handed to John Simpson's very smart and impressive new Nike Mk 10, which has backing from Bacal Construction. Two laps from home the fast recovering White relieved Simpson of the place, while Richard de la Rue (Royale RP16) and Jeffrey were next men up.

A wet practice made for a very odd grid for the Esso Uniflo saloons, with Mick Hill on pole but with principal rivals Doug Niven (Celtic Homes Bosscot) and Cyd Williams down the grid. Hill eased the Tricentrol car off the grid and after a lap it was Niven in front. Hill found a way past on the second lap though and Williams was up to 3rd, albeit minus part of the front spoiler and with a rough-sounding motor. The latter cleared itself, however, and it was Niven who pulled off, on the last lap, with a rumoured run wheel bearing. Derek Huntley's Escort FVC

RUFFORTH

Wilkinson's Mexico victory

finished a comfortable third ahead of a class-winning Nicholas Watiez (1.3 Mini-Cooper S) who had been on the front row of the grid. The latter's task had been made easier when Jimmy Pinkerton spun his Mini on lap 8. The 1000 cc men were much afflicted by trouble: Alex Clacher's Imp retired from fifth place out on the course, Lionel Dickson had the transmission fail on his Arden Mini on the last lap, and Trevor Cook had a spectacular multiple roll in his Anglia-Holbay—fortunately without injury. All this left the class to Vic Borrowdale's Mini in 7th overall.

John Absalom now has his Ginetta G4—in 1760 cc guise—going really well and Jon Fletcher (1.8 Elan) really had to work hard to win the Modsports Sports GT event, actually losing the lead very briefly on lap 8. Behind these two came the only Sports GT to finish, Les Aylott's self-prepared Ardua BDA Mk 3. Aylott came under heavy pressure from Robin Smith's Chevron Spyder (built from the remains of the old Centre Scot B8), but Smith had to retire on lap 9 with sheered flywheel bolts. Since Jim Adamson (Ginetta G4) had lost time with a spin, fourth place finally went to Eike Welthausen's 4.2 Jaguar E.

Peter Harrington made a beautiful start in the Tate Yorkshire Post final, but after a lap Pete Clark held the lead in the Crosslé. The Plant Hire man changed places again on lap 2, and thereafter Harrington edged away to a fairly decisive win. Clark then had to fight off the equally impressive Bill Burley and Tony Rouff—which he did. Peter White again had to climb up the field but he managed a good fifth, although he was aided by the retirement of Andrew Jeffrey's Eldon on lap 9, the car lacking petrol and brakes. John Simpson also dropped out in the closing stages so the last point scorer was Ken Pickering with the Jamun, ahead of the promising Tim Rachmell (Titan Mk 6).

Allan Wilkinson's Mexico was one of two much the worse for wear after practice for the first round of the Motorcraft Mexico series. Newcomer to the series David de Costa was on pole position, but his car stalled and refused to fire again, and it was Barrie Williams who made the early running for Kidderminster Motors Team. Control

There were cleanly fought battles all down the field, but the lead struggle became one between Williams, Rod Mansfield (Tricentrol), Wilkinson and Mike Freeman (Julian Seddon/P & M Racing Preparations). Mansfield led for five laps, but it was Wilkinson who found a way past to lead the last four past the pits, despite a last-ditch attempt by Barrie Williams. Mansfield was all of 0.4 s behind the latter but Freeman fell back behind Peter Hilliard at the finish after grassing. Next up after more stirring dicing came John Waterman, Mike Crabtree (John Willment (Mitham) Ltd), and the sweetest smelling car in the race, Peter R. Pley's Zoflora Disinfectants & Air Fresheners-backed car. R. Pley, another newcomer to the series, was only passed by Crabtree on the last lap. Despite the close racing there were no serious incidents—although our publisher Simon Taylor was suspiciously far behind everyone else after the first lap!

Although his Anglo-American Racing partner Bob Brown was a non starter due to illness, Tony Dean arrived for the Libre Clubman's finale with the Chevron-Morand B24. Despite starting rather gingerly, Dean had an early spin on the wet track before carving through to take the lead from Brian Robinson's Fiat Ensign on lap 7. With track conditions rather dicy Peter White's FF Palliser finished an excellent third, ahead of George Dixon's new acquisition—the ex-Nick Williamson (ain't McLaren Brabham BT35X, now with BRM T.C. power. Barry Joell's Tollbar U2 Mk 11B had command of the Clubman's section in 6th place, but during the closing laps John Holroyd's Mk 11B got much closer. Bill Wood retired his unsuitably shod McLaren M14 after several spins in the early laps.

CHRIS MASON

Tate and Yorkshire Post Trophy Formula Ford round Final 12 laps. Pete Clark 25F 1st 10.45 m, 2nd 10.55 m, 3rd 11.05 m, 4th 11.15 m, 5th 11.25 m, 6th 11.35 m, 7th 11.45 m, 8th 11.55 m, 9th 12.05 m, 10th 12.15 m, 11th 12.25 m, 12th 12.35 m.

Tate and Yorkshire Post Trophy Formula Ford round Final 12 laps. Pete Clark 25F 1st 10.45 m, 2nd 10.55 m, 3rd 11.05 m, 4th 11.15 m, 5th 11.25 m, 6th 11.35 m, 7th 11.45 m, 8th 11.55 m, 9th 12.05 m, 10th 12.15 m, 11th 12.25 m, 12th 12.35 m.

Esso Uniflo Special Saloon Championship round 10 laps. Overall and over 1000 cc class. 1st 11.45 m, 2nd 11.55 m, 3rd 12.05 m, 4th 12.15 m, 5th 12.25 m, 6th 12.35 m, 7th 12.45 m, 8th 12.55 m, 9th 13.05 m, 10th 13.15 m.

1000 cc class. 1st 11.45 m, 2nd 11.55 m, 3rd 12.05 m, 4th 12.15 m, 5th 12.25 m, 6th 12.35 m, 7th 12.45 m, 8th 12.55 m, 9th 13.05 m, 10th 13.15 m.

Over 1000 cc class. 1st 11.45 m, 2nd 11.55 m, 3rd 12.05 m, 4th 12.15 m, 5th 12.25 m, 6th 12.35 m, 7th 12.45 m, 8th 12.55 m, 9th 13.05 m, 10th 13.15 m.

Modsports over 1150 cc class. 1st 11.45 m, 2nd 11.55 m, 3rd 12.05 m, 4th 12.15 m, 5th 12.25 m, 6th 12.35 m, 7th 12.45 m, 8th 12.55 m, 9th 13.05 m, 10th 13.15 m.

Modsports up to 1150 cc class. 1st 11.45 m, 2nd 11.55 m, 3rd 12.05 m, 4th 12.15 m, 5th 12.25 m, 6th 12.35 m, 7th 12.45 m, 8th 12.55 m, 9th 13.05 m, 10th 13.15 m.

Sports Racing GT over 1300 cc class. 1st 11.45 m, 2nd 11.55 m, 3rd 12.05 m, 4th 12.15 m, 5th 12.25 m, 6th 12.35 m, 7th 12.45 m, 8th 12.55 m, 9th 13.05 m, 10th 13.15 m.

Sports Racing GT up to 1300 cc class. 1st 11.45 m, 2nd 11.55 m, 3rd 12.05 m, 4th 12.15 m, 5th 12.25 m, 6th 12.35 m, 7th 12.45 m, 8th 12.55 m, 9th 13.05 m, 10th 13.15 m.

Tate and Yorkshire Post Trophy Formula Ford round Final 12 laps. Pete Clark 25F 1st 10.45 m, 2nd 10.55 m, 3rd 11.05 m, 4th 11.15 m, 5th 11.25 m, 6th 11.35 m, 7th 11.45 m, 8th 11.55 m, 9th 12.05 m, 10th 12.15 m, 11th 12.25 m, 12th 12.35 m.

Motorcraft Mexico Challenge round 10 laps. 1st 11.45 m, 2nd 11.55 m, 3rd 12.05 m, 4th 12.15 m, 5th 12.25 m, 6th 12.35 m, 7th 12.45 m, 8th 12.55 m, 9th 13.05 m, 10th 13.15 m.

BRSCC Northern Single-Seater Championship round and Northern Clubman's Championship round 10 laps. Overall and Single-Seater and Formula Libre class. 1st 11.45 m, 2nd 11.55 m, 3rd 12.05 m, 4th 12.15 m, 5th 12.25 m, 6th 12.35 m, 7th 12.45 m, 8th 12.55 m, 9th 13.05 m, 10th 13.15 m.

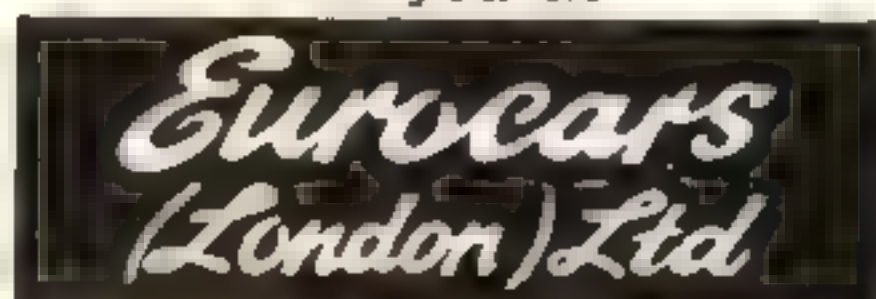


Familiar car, unfamiliar face, Cyd Williams deputised for the suspended Chris Meek in the Tate of Leeds Escort. Top right, Jon Fletcher had to work for victory in the 1.8 Elan. Below, Doug Niven leads winner Mick Hill's Boss Capri



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
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
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CITROËN 

Lydden's busy weekend of car and motorcycle races and rallycross began with a slickly organised meeting on Friday in cold and windy conditions run by the 750 Motor Club. Championship rounds for Monoposto, Formula 4, 1200 and 750 resulted in wins for Brian Jordan, Fergus Tait, Mike Taylor and Lyn Evans respectively. The saloon wins went to Monty Guildford and Nick Whitting, both of whom left their rivals well behind.

First away was one of the 750 heats, with poleman John Giles (JGS 11) taking an initial lead until Elbow, where it was Mike Street (DC Plus) from Giles and John Ruddle (Harrison KH3), all of them close together. Lap two saw Ruddle take Giles coming down the Hill to Paddock, and while all three cars kept close together throughout the entire race, even Street's lead not being entirely safe that is how they finished. Fourth was Paul Adams who dropped out of the bunch with a spin at Elbow on lap two.

Pole position of the second heat was occupied by Robin Smyth's supercharged Warren so we all expected to see an easy win for him, but he was led off the line by Roy Lewington (Centaur), at the Hairpin. Lewington lost his lead to Smyth and John Richardson in the ex-David Newman DNC 111. Things seemed a little processionary until the Dover Straight on lap five when Smyth seemed to slow and Richardson went through to lead to the flag. One satisfied customer, but Smyth's gearbox had decided to offer him top only, and he staggered through to second. Wizzled of the race was Lyn Evans, starting in the wrong heat with a 10 penalty in the Centaur he tended for John Webb last year. Evans was eleventh on lap one, and finally finished third in front of Lewington, setting fastest lap in the process.

And so to the final. At the off, John Giles came shooting through from the second row finally earning himself a penalty, but for the time being, he was leading, and did so up to the moment the results were posted. Front row man John Ruddle was second, until the Elbow where Mike Street came through for the place. Ruddle was further demoted along the start/finish straight by Lewington, but got it back again next time round, while Ruddle took Street under braking for second, although Street promptly retired with dropping oil pressure. So it was Street, Ruddle, Lewington and John Richardson. Lap four saw the dicing duo of Ruddle and Lewington both pull off with lack of oil pressure, leaving a close trio of Richardson, Lyn Evans, and Paul Adams to fight for second. Lap eight, when Richardson was leading the bunch, his oil pressure vanished, leaving Evans from Adams behind Street. Last lap, and Adams disappeared with . . . you guessed it, no oil pressure, so it was Street on the road, from Evans who was eighth on the first lap, Alan Elphick, Richard Gray, and Barry Dixon (Dayaire).

Second race of the day was going to be the first heat of the 1200s, but non-starters, practice problems and dings decimated the field to one heat. Sitting on pole was Mike Taylor who spent his winter redesigning Telranynchus Telarius, now looking more like an F1200 car than a sports car, but he hasn't redesigned the name, so commentators, beware. Alongside him, having his first ever race and joining the Drons and Belts of this world was Motor man Rex Greenslade (U2 Mk 5) and so they set off, in that order. Third was initially Bryan Clayton in Vitesse 3, looking suspiciously like a F100 Royale, but the gearing was wrong for the tight Lydden Hill and he was overhauled by Mike Roberts having a fine outing in the ex-Dick Cash Navajo from eight on the grid. Greenslade did it all wrong at the Elbow on lap four, so Roberts became second from Clayton. Paul Webb (Delapena Mk 1) and Phil Lloyd (Nomad). Clayton drew away to become third, while Webb was fourth pursued by the recovered Greenslade, who just pipped Lloyd for fifth. An impressive first outing from the

LYDDEN

Evans and Monopostos star

new recruit from motoring journalism

Next out were the Formula 4s, with a highly respectable field of cars, although not a full grid. Front row man Ron Griffiths (Harrison-Pollard Imp) led off the line, but was overhauled by Chessons by Low Cost man Fergus Tait (Chevron-Cosworth B15/17), who then promptly half spun at the Hairpin, delaying Griffiths, and allowing team mate Maurice Ogier (Brabham-Felday BT 28) into the lead from Tait and Griffiths. These three lapped in close company until Ogier fell to Tait, and then nearly fell to Griffiths as well. However, with the front mounting of the nose cone broken, the Harrison could not have been handling well, and Griffiths finally came in with the throttle jammed closed on lap eight. Glen Hyatt (March-Felday 703) was initially fourth, but was caught by Andrew Stevens (Brabham-Lucas BT 28) and that's how they finished. Dave Griffiths was an unfortunate non starter from pole position when the Felday engine in his Chevron ran an end.

After the second 750 heat came the special saloons, and we were treated to a runaway win by Nick Whitting in the All Car 1.6 Escort. Behind him came a great battle for second, with Peter Shepherd's 1.3 Mini holding off John Riley's repeated attacks in his similar car until the last lap when the two went up the hill side by side (for about the fourth time) and Riley finally had the right line. Behind them came another close duo of Brian Leonard and Len Cook, although the place was always the former's.

The undoubted star race of the day was the Sea-Power Monoposto thrash. At the off, Brian Jordan in a new Nike-Panther HC led from John Davies' ex-Paul Weldon Brabham Holbay BT 15.16 and Alan Baillie's Viking-Holbay 1A. By the end of the first lap, it was Davies from Jordan and Baillie with David Coombs' Renault TS engine Manta T1C fourth. However, all eyes were on the leading bunch, all three cars running close. On the last lap, the order was still the same when the experienced Jordan made his move along the straight, got on the grass and dropped back behind Baillie. Out of Elbow, Davies' Brabham went onto three cylinders and he dropped back to third. Coming in to Paddock Jordan was on the inside with Baillie along side. Baillie went wide and victory was Jordan's with Coombs a lonely fourth, in front of a gaggle consisting of Bill Abbott, John

Narcisi, Anthony Sanders and Bruce West

A field of Minis were competently shown the way round Lydden by Monty Guildford's Climax-engined example, without any trouble. Initially second was Keith Padmore, until the engine mysteriously cut out, so Ken Welch and David Foster squabbled for the place, Foster taking the place from Welch and Keith Wilson.

BOB CONSTANDUROS

Duchams Trophy round for Mollins 750 Formula National Championship (10 laps) 1. Lyn Evans Can 2. John Ruddle 3. John Ruddle 4. John Ruddle 5. John Ruddle 6. John Ruddle 7. John Ruddle 8. John Ruddle 9. John Ruddle 10. John Ruddle

Monoposto round (10 laps) 1. Mike Street DC Plus 2. John Ruddle Harrison KH3 3. John Ruddle Harrison KH3 4. John Ruddle Harrison KH3 5. John Ruddle Harrison KH3 6. John Ruddle Harrison KH3 7. John Ruddle Harrison KH3 8. John Ruddle Harrison KH3 9. John Ruddle Harrison KH3 10. John Ruddle Harrison KH3

Formula 4 round (10 laps) 1. Fergus Tait Chevron-Cosworth B15/17 2. Ron Griffiths Harrison-Pollard Imp 3. Maurice Ogier Brabham-Felday BT 28 4. Glen Hyatt March-Felday 703 5. Andrew Stevens Brabham-Lucas BT 28 6. John Riley 7. Brian Leonard 8. Len Cook 9. John Davies 10. Alan Baillie

Sea-Power Monoposto round (10 laps) 1. Brian Jordan Nike-Panther HC 2. John Davies ex-Paul Weldon Brabham Holbay BT 15.16 3. Alan Baillie Viking-Holbay 1A 4. David Coombs Renault TS engine Manta T1C 5. Bill Abbott 6. John Davies 7. Alan Baillie 8. David Coombs 9. Bill Abbott 10. John Davies

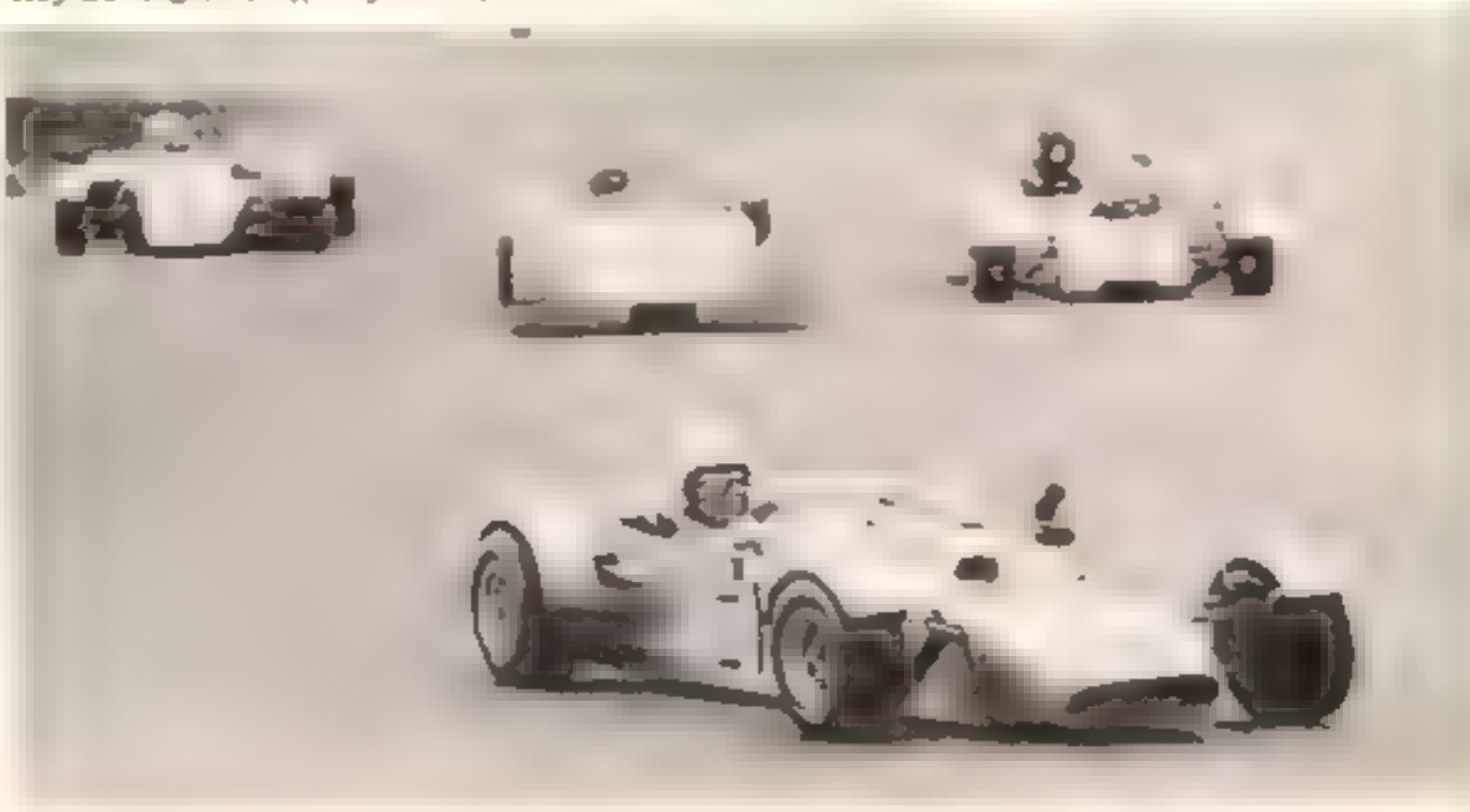
1200 cc class 1. Mike Taylor Telranynchus Telarius 2. Rex Greenslade U2 Mk 5 3. Bryan Clayton Vitesse 3 4. Mike Roberts 5. Paul Webb 6. Phil Lloyd 7. Rex Greenslade 8. Bryan Clayton 9. Mike Roberts 10. Paul Webb

750 cc class 1. John Giles JGS 11 2. Mike Street DC Plus 3. John Ruddle Harrison KH3 4. John Ruddle Harrison KH3 5. John Ruddle Harrison KH3 6. John Ruddle Harrison KH3 7. John Ruddle Harrison KH3 8. John Ruddle Harrison KH3 9. John Ruddle Harrison KH3 10. John Ruddle Harrison KH3

Saloon class 1. Nick Whitting All Car 1.6 Escort 2. Peter Shepherd 1.3 Mini 3. John Riley 4. Brian Leonard 5. Len Cook 6. John Davies 7. Alan Baillie 8. David Coombs 9. Bill Abbott 10. John Davies

Mini class 1. Monty Guildford Climax 2. Keith Padmore 3. Ken Welch 4. David Foster 5. Keith Wilson 6. David Foster 7. Ken Welch 8. Keith Padmore 9. Keith Wilson 10. David Foster

John Giles led the 750s to the flag, here in front of Mike Street (7), John Ruddle (3) and Roy Lewington (68), only to be penalised for a jumped start



HAREWOOD

Flather's record; Lane's BTB

Mike Flather was the undoubted star of the day at Harewood on Sunday, even though Roy Lane took a finely controlled BTD. Flather, with the Team Aldon Mini Cooper, was the only person to break a class record on the drying track, and thus further increased his Control/BARC Championship lead for which this was the third round. He thus won a special award from the BARC(Y)'s enterprising sponsors—Andrews Bros, the Bradford BMW dealer. The latter also presented a special award to Bob Cartledge (MG Midget) for putting in the most spectacular climb of the afternoon.

Although Flather's efforts rather overshadowed everyone else in class 1, Roy Greenwood's Rally Equipe Cooper was a good second, earning himself 544 Castrol BARC marks. The intermediate Touring class had John Davies just edging out Nicky Porter although the roles were reversed in the Top Ten runs, while the large "Tourers" were led by Alan Muscard's Mexico. Alex Boyle was on excellent form with his Team Castro, Lassman Mini-Cooper S and was a convincing winner of the 1000 cc Special Saloon division. The larger division brought an interesting contest between Jim Thomson's 2.5 Guyson International Frezza and former Class 3 maestro Richard White (Escort RS1600). The Sandblaster had the verdict but only by 0.41 s.

After being only third after the first runs (on a wet track), Brian Kenyon's Sprite took up his accustomed position to win the small Marque/Modsports class with the spectacular Cartridge taking the runner-up slot. The MG T-Types were evenly matched with the top places going to Dave Clewley, Nick Taylor and Gerry Brown. The other Marque groups fell to two of the smoothest drivers: Robert Speak (Lotus Elan) and Richard Shardlow with his wheel-lifting Porsche 911 Carrera. Although the Walkers would have put up an even stiffer fight had their "E" not been still suffering gear selector problems, Fred Cliffe took the big Modsports class with what must be the most immaculate Jaguar E now in competition.

There were plenty of Clubman's cars but circuit racer Barry Joell beat the earlier U2s of Ian Curtis and Jim Robinson, and Joe Ward's smart new Wardford Mk 5, with the Tollbar U2 Holbay Mk 11B. After Terry Slims' RAFMSA Terrapin Mk 5 had won the small sports-racing category, Richard Jonas' very fast Team Castrol U2 Mk 11B 1/2 managed to defeat Peter Kaye in the bottoming Lola-FVA T212 which he was sharing with Robert Sunderland, and then Phil Scragg went fast enough to take 3rd BTD as well as his class in the ex-Bancroft Sunderland Chevron-BMW Alpina B19.

As usual there were shoals of tiny racing cars but on this occasion Don Robinson's Lotus-Nova 89 screamer was forced into third place by Alex Brown's Ginetta Imp G17 and Andrew Squires (Brabham-Cosworth BT28). Peter Voigt was sharing Peter Varley's Brabham-Veganzone BT21C and they came third and first respectively, split by David Betts' Lotus 41C. With Loton the following day the fastest single-seater boys were at perhaps a little less than ten-tenths but Roy Lane (McLaren M14) and Richard Thwaites (Eastern Carpet Stores McLaren M10B) were impressive enough to take the top class places ahead of John Lambert's Leda-Chevrolet LT22 (with a gradually worsening misfire) and John McCartney's tuneful BRM P153C which also sounded a little fluffy at times.

All but Jim Robinson's UZ Mk 8B improved during the Castrol/BARC runs but it was again Mike Flather who shone; further reducing his new record to 49.03 s. Bob Speak's Elan also made ground and left with

another 725 marks to the 700 of Jim Thomson who moves up to sixth in the Championship placings. Roy Lane opened up quite a lead in the Castrol FTD Awards series after setting BTD on his only Top Five run. Peter Varley was also quicker than before and clinched 4th BTD.

CHRIS MASON

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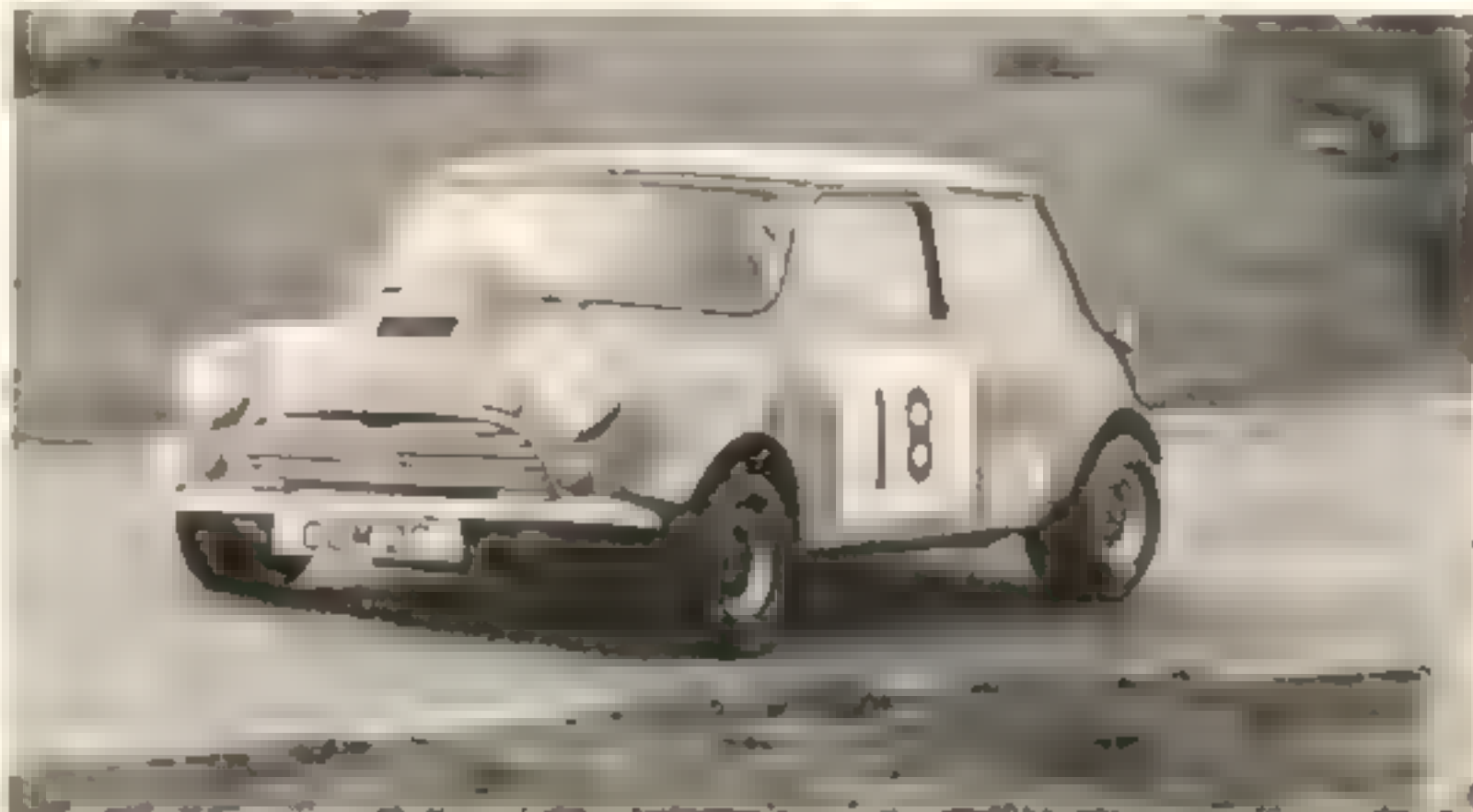
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Ravenscroft at Curborough

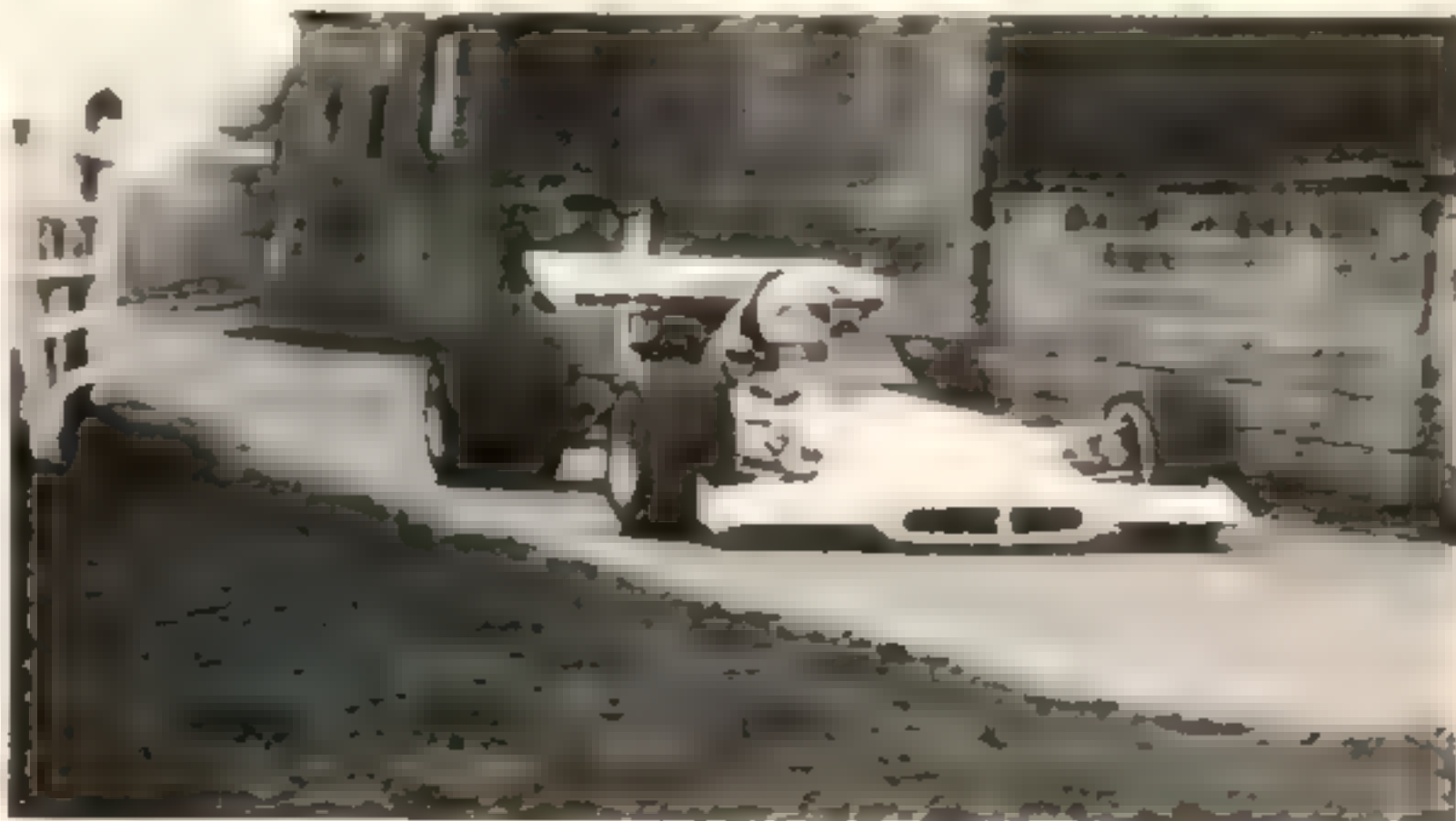
Facing his toughest opposition so far, John Ravenstoft came out on top for the third weekend in succession when it was the turn of Midland AC to run at the Staffordshire sprint course at Curborough on April 15.

His tough opposition included the King of Curborough Bob Rose (McLaren M10B), John McCartney (BRM P153) and Johnny Williamson in the Manpower McLaren M10B. But John was not overawed and came out on top with the Lola T142 both in the class runs and in the Top 10 which concluded the event. His best class win was 33 s to beat Williamson by nearly 1 s, and in the final burst of noise, he got down to 32.22 s with Williamson improving to 32.83 s. Bob Rose never threatened. He only did one run of 34.2 s and then retired while McCartney, still getting used to the BRM, never got below the 35 s bracket and Tony Bradwell came third in the Top 10 with his Brabham Quattro in 34.47 s.

The middle of the three racing car classes was taken with ease by Graham Cooper's Brabham BT23C in a fine 33.49 s, which beat everyone except Ravenscroft and R Turnbull who was second in the Fisher Alexs with 34.78 s. The up to 1100 cc class resulted in the shared Brabham BT28 of P Squires and P Kideley taking the honours, Squires winning in 40.57 s.



Above, Mike Flather takes the Aldon Mini-Cooper S to a new class record, while below, John McCartney takes the BRM P153C between the Harewood sales and houses.



CHIEFTAIN RALLY

Drummond's surprise

Tony Drummond and Chris Gray scored a surprise win on Easter Sunday's BTRDA/Mexico Championship Bath MC Chieftain Rally, held over army land in Hampshire. The roughness of the territory took many by surprise, particularly the GI Mexico contingent who were more used to road events and almost all of whom went home with substantial structural damage.

By day stage rally standards the event was well received though heavy rain prior to the rally led to unexpectedly muddy going while several stages due to be held twice were cancelled after only the first run.

The favourite, everyone's favourite, was Paul Faulkner in his David Wood powered Escort RS1600, engine size 1860 cc, winner of the South West Stages the last BTRDA/Triples "C" event, winner of the Trident last year and the Tour of Dean the year before. With seed number one—who could even hold a candle to him? Maybe the eternal dark horse, Reg Mullenger, victim of a broken half shaft on the SW Stages but following the Tour of Dean and the Dukeries is a highly rated driver of an excellent Escort, using a Roy Gladwin 1.8 motor. Maybe the bespectacled Richard Hiffe, winner of the Hercock Simpson and a victim of a roll on the Dukeries, again with an RS1600 but this time with a home assembled 1.8 engine. The championship leaders were Paul Appleby and Keith O'Dell with a 1.9 Escort Mexico, never so reliable or as powerful in its two years like as at present. The leader of the Yumping Bean team, Eric Jackson, Observer and Moss tyres winner, had his four year-old Escort RS1600; all these people had claims to likely success but few were reckoned more highly than Appleby.

Mexicos had no chance, their 1.8 engines not suitable for the powerful straights and their bodies (say it softly) not really up to the expected 80 miles of stages.

Nine o'clock was start time and Bath Council encouraged a formal parade of rally cars around the Guild Hall which made a 20-mile run to the first stage worthwhile. This was Keevil Airfield, all tarmac and in good condition, where crews were faced with three laps of about three miles in the streaming wet. Tyres played an important part for both Dawson and Brookes in their Mexicos, though most crews found themselves unprepared for such an early decision as this. It was Drummond who shot into the lead with a time of 9 m 49 s although Mullenger was sixth quickest, 12 s behind, having lost all that on a spin on the first corner.

With Keevil over the rally headed on to the loose stages starting with Bustards, a long and very fast stage which is 50 per cent tarmac and not a little frightening. Eric Jackson and Don Barrow went off very heavily, rolling the car and putting the driver in hospital with two crushed vertebrae—the worst moment of the day. Nigel Rockey suffered an apparent minute out which only became obvious later when competitive times were announced. What was more, he then suffered another apparent minute out on the next stage, Paul White did not spot these at the time and at the finish no other competitors could be found who had tackled the stages near enough to them to have the error traced. Andy Dawson was having similar trouble and when he was told at the finish he had no proper cause for complaint he was far from amused.

The rains intermittently descended upon the rains, making Graham Lepley's wiperless life almost unbearable and Paul Appleby's retirement, when his electric failed on stage seven, a battle for survival. By lunchtime there were many retirements for John Edwards-Parton's Mexico had broken a half shaft. George Hill went out in his Mexico when the sump and crank met, the steering broke, the oil pressure fell and the exhaust broke, and Shet Sport man, Bill Mather had his gearbox jam and his RS slipped a belt.

Unknowningly at the time most of the rally was over by this time, as only five of the stages still to come were found to be usable. It had been a breathless time with many crews going well beyond their permitted lateness due to the slowness of the stages and the organisers had to extend lateness by an hour. If the remaining stages were short in number they played havoc among the crews still battling on.

Faulkner was one who was not to see the end, he had a rear spring break, a leaf jumping free and jamming itself against the ground slowly digging the suspension into the road. Shortly after this Mike Ranger's Imp broke a drive shaft coupling with only two stages to go and Malcolm Wise had an electrical failure but eventually got going again. Peter Hall in the sole remaining Huxford's Fiat 128 Rally (John Rhodes similar car having blown a head gasket on the way to the start) broke the exhaust and sounded like a formula car from nearby Thruxton and just as Richard Hudson-Evans finished in his GI Peugeot 304S—the steering fell to pieces.

There had been an almighty bump on stage 17 which, strangely, crews had not noticed so much the first time round, but which

brought havoc untold the second time.

Rockey finished the stage with a cracked door pillar, the sump on the crank and doors needing to be jacked up into place. Brookes landed so heavily that one front wing was jammed solid under the wheel and the rear axle was visibly bent. Others hobbled out with lesser states of disarray.

The results were announced at 8.15 pm after lengthy attempts by Rockey and Dawson to have their errors traced and eventually the Scarborough stages hero was found to be nearly three minutes clear of Reg Mullenger, the next man home.

Drummond had used a combination of German Ultragrips on the front with his hand-cut Dunlop M and S on the rear with Mullenger struggling with Dunlop M and S and then snow type Goodyears in an attempt to combat the mud. The 11 fives used German Ultragrips throughout while fourth, fifth and sixth place men all used Dunlop exclusively.

The Army training grounds are the character of the Chieftain Rally and a character that many competitors are happy not to meet for the remaining 11 months of the year but which when used by the Bath MC produces a day stage event of importance.

1 Tony Drummond (RS 1600) 10.04
2 Reg Mullenger (RS 1600) 10.15
3 Andy Dawson (RS 1600) 10.25
4 Paul White (RS 1600) 10.35
5 Bob Bevan (RS 1600) 10.45
6 Richard Hiffe (RS 1600) 10.55
7 Eric Jackson (RS 1600) 11.05
8 Don Barrow (RS 1600) 11.15
9 Nigel Rockey (RS 1600) 11.25
10 Bill Mather (RS 1600) 11.35
11 John Edwards-Parton (RS 1600) 11.45
12 George Hill (RS 1600) 11.55
13 Shet Sport (RS 1600) 12.05
14 Richard Hudson-Evans (RS 1600) 12.15
15 Peter Hall (Fiat 128) 12.25
16 Mike Ranger (Imp) 12.35
17 Malcolm Wise (Imp) 12.45
18 Paul Appleby (RS 1600) 12.55
19 Keith O'Dell (RS 1600) 13.05
20 Reg Mullenger (RS 1600) 13.15
21 Tony Drummond (RS 1600) 13.25
22 Reg Mullenger (RS 1600) 13.35
23 Tony Drummond (RS 1600) 13.45
24 Reg Mullenger (RS 1600) 13.55
25 Tony Drummond (RS 1600) 14.05
26 Reg Mullenger (RS 1600) 14.15
27 Tony Drummond (RS 1600) 14.25
28 Reg Mullenger (RS 1600) 14.35
29 Tony Drummond (RS 1600) 14.45
30 Reg Mullenger (RS 1600) 14.55

Bevan wins as usual

Fine weather and a 60 strong entry meant a good start to the South Western Autocross season with Bath MC's April 15 meeting at Beaks Farm, Marshfield. John Bevan was fortunate to set BTD on his first run, as third and top gear later disappeared on the familiar Naveb.

The big Minis set the pace on the twisty course, with Bob Bevan winning this class convincingly in his lightweight 1275. Seasoned campaigner Tony Bishop managed to take second place in two classes, driving his own Janspeed and Anne Harris's 998 road car. The 850 battle was narrowly won by Ian Cockram from Dave Hassett, who had never driven an autocross Mini before.

Special stage rallyman Bob Chapman defeated the Autocross RS drivers with his black TC; Mike Wyatt eventually equalled George Warren's time, but losing the second-in-class spot as a result of a very big moment on his first run. Chris Drewitt went well in his Imp, trouncing some powerful VW opposition, while the same hard worked Anglia took first and second places in the up to 1300 rwd class.

1 BTD J Bevan (1.6 Naveb Spt) 1 m 44.6 s
2 Cam winners Cockram (850 Min) 1 m 52.1 s
3 Oxford 998 Min 1 m 59.3 s R Bevan 1275 31
4 1 m 49.8 s M Gordon (850) 297 Ang 9
5 2 m 2.4 s R Chapman (850) Exl TC 1 m 52.8 s
6 D 998 1 m 55.4 s W Sims 1990 Beach
Buggy 1 m 58.2 s

● With five rounds completed in the BTRDA Production Car Championship Mac Hazlewood (Mexico), holds a one-point lead over Bill Moffett (Imp), last year's champion.

Hazlewood has 48 points out of a possible 50 and in third place is Austen Rumney (Cooper), on 43 with Mrs Jean Hazlewood (Sprite) fourth on 41, one ahead of Alf Williams (Cooper) and Mike Harrison (Mid get), who are tied for fifth spot.

The RAC Championship is being led easily by Mike Hinde in the Clan Crusader. The next round is the North Wales CC Cymru on May 6.

The Formula 4 Championship round at Lydden with Fergus Tait's Chevron B15/17 leading Ron Griffiths' Harrison, Maurice Ogier's Brabham BT28 and Glen Hylatt's March 703



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Firenza fun at Thruxton

One of the best "fun races" ever held was Thruxton's Easter finale when 20 identical standard Vauxhall Firenza Sport SIs were piloted by Formula 2 and Group 2 drivers, in very wet conditions. After Bob Wollek spun away an early lead, the race developed in to a tremendous battle between Frank Gardner and Colin Vandervell with Gardner taking his second victory of the day by less than a second.

It was quite a novel idea to have these 20 Firenzas provided by various Vauxhall dealers raced by various Formula 2 and saloon drivers and then have the cars suctioned off to the public. Only three warming-up laps were allowed before the off, and with the rain pelting down, the warming-up laps provided plenty of fun on their own! Eventually the field sorted themselves out with Tetsu Ikuzawa, Peter Hanson and Richard Scott occupying the front row and John Wingfield and Bob Wollek on the second, and from the front row it was Scott who took the lead from Wollek and Tom Walkinshaw. In the streaming conditions Wollek did extremely well to hold a most incredible sideways moment after taking Scott for the lead on braking for the chicane on the first lap, but next time round his sideways moment was greater than ever and he spun round to continue in 14th place. This put Scott back in the lead, with Frank Gardner and Colin Vandervell on his tail, Vandervell doing extremely well to work up from the back row.

Scott was soon demoted by Gardner and Vandervell and these leading two proceeded to have a fantastic dice for the lead, with Vandervell frequently getting alongside Gardner at Brooklands, although on one lap he was eased out on to the grass, from where he made a good recovery to still pester the Australian. Right on to the last lap, the two clung together with Gardner making sure that Vandervell wasn't going to take him on the inside of the chicane which left Vandervell with a useless outside line and a chase across the chicane grass to finish on Gardner's tail. Scott dropped back from this group to be taken by Peter Hanson, who lost time spinning on the last lap which handed third place to a side-by-side Gerry Marshall and Richard Scott with Scott taking Marshall out of the chicane on the line. Bob Wollek did extremely well to work up from his spin and finish hard on the tail of sixth man Jean-Pierre Jabouille, with Hanson in seventh.

The battling mid-field had to be seen to be believed, with cars continually bouncing off each other or the armco at the chicane. On the fast Church corner on the third lap, cars were spinning in all directions with Ikuzawa being left with his car bent off the track and many other midfield runners spinning in avoidance while Roger Williamson was involved in some incredible bumping matches before finishing eighth, close on the tail of Hanson. Patrick Depailler was well placed in fifth before his engine broke, a similar fate stopping Tom Walkinshaw after a hefty collision with Gordon Dawkins whose car was very battered by the time he had finished hitting the armco or other cars. Silvio Moser was another of the many spinners.

ROBERT FARNALL

Vaughan Selling Place Race
Twisted race using standard Vaughan Street Sports 2 1/2
1 1/2 laps

1	Frank Gardner	19m	1	C B A	73 K	mph	2	John
Vanderer	19 m	1 1/2 s	1	Richard Scott	19 m	1 1/2 s		
4	Geary Marshall	19 m	3 1/2 s	3	Bob Wool	at	89 m	
4 1/2 s	6	Jean-Pierre	Jabouille	19 m	4	0 s		7
47	Chas Harmon	19 m	4 1/2 s	8	Roger Williams	19 m		
47 C s	9	Bob Seabury	19 m	5 1/2 s	10	M. G. H. Kacz		3
12 m	0 2 s	1	John Wiegand	12 m	7	6 s		2
Gordon Daws	12 m	30 s		13	Chris Perkins	12 m		
15 0 s	14	8	Gubermann	12 m	31	8 s	35	0
Thatcher	32 m	1 1/2 s	16	Brandon McInerney	32 m			
20 s	17	5	Mc Miller	12 m	2 1/2 s			
Fastest lap	Vanderer	1 m	32 s	5	73 44	mph		

Bob Wollek gets very sideways into the chicane after taking the lead of the Firenze race.



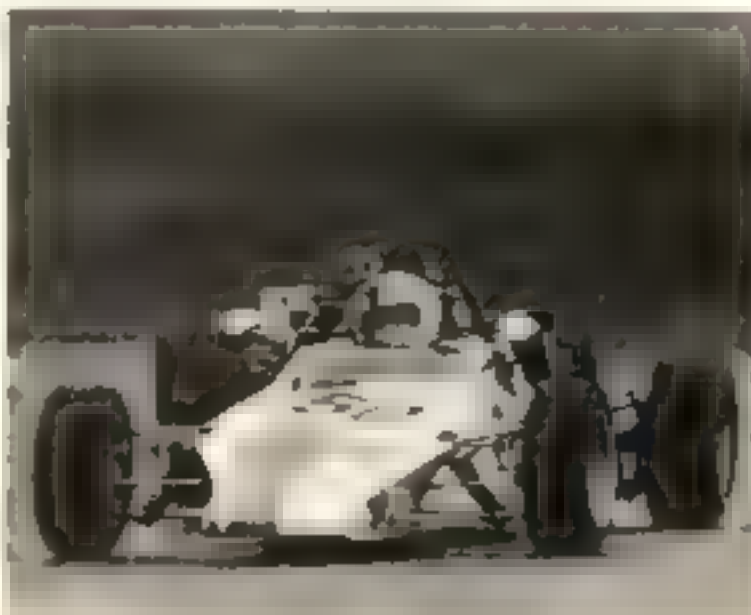
Arpiainen supreme

Finu Mike Arplainen dominated the 27 lap Volkswagenwerk Gold Cup Super Vee Championship round which has become an annual event on the Easter ThruXton programme. Driving his Monza Racing entered Vermax Mk 5, Arplainen established second fastest time in practice, and in the very wet conditions which came with the start of the Super Vee race, Arplainen was a complete master.

After holding third place on the first lap he took over the lead from Lothar Schorg's Bosch Racing BP-Kaimann and was never seen again by the rest of the field. His control of the machine was quite a joy to watch, as he flung the Veemax through the chicane in well-controlled opposite-lock slides, lapping all but the first four drivers in his annihilation of the opposition. However it nearly all fell away on the 20th lap when the brakes locked entering the chicane and he got more sideways than usual.

In a long drawn out and boring affair, there was a certain amount of interest in second place with a three cornered dice between Bosch team-mates Austrian Schorg and Swede Kenneth Persson, and Helmut Bross' Motul from Germany. Bross held on to second place

Arpiainen, the SuperVee victor at Thruxton.



until mid-way when pole position man Persson took over with Schorg also demoting Broos with five laps to go. And it was not until the last lap when places changed again although the three continually lapped in close company, with Schorg beating Persson to the line with Broos on their tails.

John Morrison's Supernova Tul, the leading British competitor, had been following these three closely until he gradually dropped back and with his engine sounding very sick, was caught and passed by Tommy Brorsson's Bosch BP-Kaimann which had been holding sixth place until a spin on the seventh lap dropped him out of the hunt for a few laps. One of the best battles in the race came in seventh place with the two Ecurie Bonnier Lolas of former Formula 3 driver Freddy Kottulinsky and Gunnar Nilsson having a great battle with Bertram Schafer's Lola T252 until Schafer went off up the escape road at the chicane on the 16th lap. However, he soon continued to split the Bonnier Lolas again with Nilsson usually holding the upper hand, but on the last lap Kottulinsky timed his exit from the Chicane just right to pip his team-mate on the line with Schafer on their tails. After another evenly-matched scrap, Markus Hotz' Swiss Horag pulled away from Helmut Koinigg's BP-Kaimann for 10th place, Koinigg not going as well as usual in the wet conditions and soon dropping back from his first lap sixth place. Mark Litchfield's Crosslé was fastest Britisher in practice but after lying near the back on the first lap, never really featured and eventually retired.

ROBERT FARNALL

East On Re Trophy race for Formula Super Vee
Yakkaraageweth Gold Cup Championship
27 laps

1	Mika Ahtanen (Vegma Mk 5	42 m	13.2 s.	40.40
2	Lothar Schöng (BP Kammann	42 m	51.4 s	
3	Kersti Piuson (BP Kammann	42 m	52.0 s	
4	Hemü Boss (Moyu	42 m	52.8 s	
5	Tommy B (BP Kammann	26 laps		
6	John Mc (Super Nova	26 laps		
7	Freddy (L. S. 1320	26 laps		
8	Nelson (L. S. 1320	26 laps		
9	Freddy (L. S. 1320	26 laps		
10	Markus (Harc HAS 481	26 laps		

Fastest lap: Piuson 1m 31.0 s. 43.25 mph

CASTLE COMBE

Dulon double

Roger Bruce-White again illustrated his wet weather driving ability at Castle Combe on Easter Monday. The Dulon driver took two victories, in the Formula Ford Final and the libre event. Unfortunately the meeting was marred by the poor weather and was also hampered by a hay barn in the paddock which burnt down!

The feature of the afternoon was the John Platts Formula Ford Challenge, run in two seven lap heats and a 15 lap final. The first heat saw an easy victory for Peter Orlando, who took his Merlyn Mk 20A across the line 6 s in front of Lou De Marco, also in a Merlyn Mk 20A. Terry Fisher (Merlyn Mk 20A) claimed the second heat, but not with the same ease as Orlando, since he was closely followed by a bunch consisting of Bryan Sharp (Merlyn Mk 24), Sonny Eade (Merlyn Mk 17), Roger Bruce-White (Dulon LD15) and Peter White (Palliser WD2). This battling group pressurised the white Merlyn throughout the entire race although nobody managed to pass it.

The final was run in a downpour making the track very slippery indeed. Bruce-White made a good getaway from his second row grid position to take second spot by Quarry bend. The unstoppable Dulon was soon through to the front where it pulled out a 5 s lead over Sharp's Merlyn, which in turn pulled away from Roger Orgee's MRE. Peter White's Palliser held fourth from Orlando and a large bunch headed by Sonny Eade. With a short respite in the rain a dry lane began to develop allowing a slight speed increase. However, the misleading track conditions sent Sharp into the shrubbery on lap 13, but he recovered quickly to resume his former position. There was no stopping Bruce-White as he finally took the flag 30 s ahead of Sharp.

Mike Taylor made it look all too easy when he ran away with the F1200 race. Driving his Tetranychus Telarius Mk 3 he pulled out a lead of 20 s from second place man John Corby (Mallock U2 Mk 5). Corby also maintained a healthy distance ahead of the dicing trio of Chris Bristow (Allan 3C), Paul Webb (Delapene Mk 1) and Angelo Farina (Farina Dison). Webb eventually took third spot from Bristow after Farina dropped back.

Following a superb start Patrick Cobb (BLMC Miglia Mini) took the lead of the combined Mini Seven-Miglia Mini event. But hard on his heels was the Blydenstein Mini Seven of Graham Wenham who gradually wound in Cobb just beating him to the line. Third overall and second in class was Hugo Shipley followed by the Miglia Mini of Laurie Lassman, also second in its class.

The main deluge of rain came at the start of the Formula Vee race, much to the concern of the Canon team who had elected to run on slicks. The two team members, Bruce Venn (Scarab) and Jeremy Hampshire (Austro), occupied the front grid positions with arch rival Olly Hollamby (Austro) on the last row. At the start the March-bodied Austro shot past almost the entire grid, while on the front row Peter Whimhurst took the initiative. Hollamby, adjusting to the conditions well, passed Whimhurst on lap 5, whereupon he pulled out an enormous lead of 51 s. Despite his slicks Venn took second spot from Thompson's Scarab, while Whimhurst began to slip down the field until he called it a day.

With Ian Bracey and John Burbidge non-starting the modsports and clubmen's Formula event was somewhat boring. Overall winner was Terry Cockrell whose Mallock U2 Mk II led from start to finish. Behind the U2 came the modsports 500 to 1150 cc class winner Andy Bailey (Austin-Healey Sprite), who was challenged initially by Sid Marler's Gryphon. The 1511 to 2000 cc modsports class proved

the most interesting with a dice between Ian Hall (Mini Gem) and Andrew Talbot (Triumph GT8). The verdict finally went in favour of Hall.

The availability of extra power down the straights helped Brian Cutting take his Escort V8 to victory in the saloon race, John Turner's RS1800, having faltered at the start, held second place, closing on the leader towards the end. Behind this pair a three car dice developed for the lead of the 851 to 1000 cc class which eventually fell to Roger Saunders (Sigma Mini), who squeezed his way past Ray Payne (Hartwell Imp) and John Routley (Cooper S). Phil Winter (BLMC Mini) won the 1000 cc to 1300 cc class, finishing fifth overall.

Roger Bruce-White, making his second appearance of the day, claimed the libre victory although he had to tackle Patrick Sumner's Kitchiner K4B. Sumner was somewhat reluctant to part with his first place and turned to rather severe door shutting to prevent the Dulon passing, on a number of occasions. Finally on lap five Bruce-White slipped past the "wide" Kitchiner and began to pull away. Steve Coen's March 713 took third place despite a spin, followed by Marler's Gryphon and Richard Leach's Chevron B17c.

DAVID WARD

John Platts Formula Ford Challenge—Final (15 laps)
1 Roger Bruce-White (Dulon LD15) 19 m 11 s, 88.25 mph. 2 Bryan Sharp (Merlyn Mk 24) 19 m 41.4 s. 3 Roger Orgee (MRE) 19 m 53.8 s. 4 Peter White (Palliser WD2) 19 m 55.4 s. 5 Peter Orlando (Merlyn Mk 20A) 20 m 0 s. 6 Chris Power (C.A. MRP55) 20 m 01.4 s. Fastest lap Roger Bruce-White 1 m 15.2 s, 98.76 mph.

John Platts Formula Ford Challenge—Heat 1 (7 laps)
1 Peter Orlando 8 m 23.2 s, 18 mph. 2 Lou De Marco (Merlyn Mk 20A) 8 m 29.2 s. 3 Orgee 8 m 35.2 s. 4 John Bracey (Merlyn Mk 20) 8 m 35.4 s. 5 Paul Knight (Merlyn Mk 1A) 8 m 39.9 s. 6 Ian Moore (Dulon LD15) 8 m 46.4 s. Fastest lap Orlando 1 m 10.2 s, 94.76 mph.

John Platts Formula Ford Challenge—Heat 2 (7 laps)
1 Terry Fisher (Merlyn Mk 20A) 8 m 19.4 s. 2 Sharp 8 m 19.5 s. 3 Sonny Eade (Merlyn Mk 17) 8 m 20.1 s. 4 Bruce-White 8 m 20.8 s. 5 White 8 m 21 s. 6 Keith Farnham (Royals K4B) 8 m 25.8 s. Fastest lap Fisher and Eade, 1 m 09 s, 94 mph.

Formula 1200 Championship race (10 laps)
1 Mike Taylor (Tetranychus Telarius Mk 3) 12 m 38.6 s, 87.57 mph. 2 John Corby (Mallock U2 Mk 5) 13 m 07.77 mph. 3 Paul Webb (Delapene Mk 1) 13 m 17.2 s. 4 Chris Bristow (Allan 3C) 13 m 17.7 s. 5 Chris Webb (Farina Dison) 13 m 37.2 s. 6 Ray Coe (Laurie Lassman U2 Mk 5) 13 m 37.4 s. Fastest lap Taylor 1 m 14.9 s, 87.52 mph.

Mini Seven and Mini Miglia Saloon race, 10 laps Overall
1 Graham Wenham (Blydenstein Mini Seven) 1 m 24.2 s, 76.95 mph. 2 Patrick Cobb (BLMC Miglia Mini) 14 m 24.6 s. 3 Hugo Shipley (Farina Dison) 14 m 25.4 s. 4 Laurie Lassman (Lassman Mini) 14 m 41.6 s.

Miglia Mini Class
1 Graham Wenham 1 m 24.2 s. 2 George Sheerman (Mallock U2 Mk 5) 15 m 06 s. Fastest lap Cobb 1 m 24.2 s, 76.95 mph.

Mini Seven Class
1 Wenham 14 m 24.2 s. 2 Shipley 14 m 31.6 s. 3 Joe Rupp (Merlyn Mk 1) 15 m 1 s. Fastest lap Hugo Shipley (Merlyn Mk 1) 1 m 24.00 s, 76.94 mph.

Formula Vee race (10 laps)
1 Keith Hollamby (Austro) 14 m 46.4 s, 74.71 mph. 2 Bruce Venn (Scarab) 15 m 41.0 s. 3 M Thompson (Scarab) 15 m 46.4 s. 4 Martin Woodman (P2 cc) 15 m 48.2 s. 5 Alan Smith (M Nomads) 15 m 48.4 s. 6 Barry Clark (JRM 101) 15 m 54.8 s. Fastest lap Hollamby, 1 m 22.0 s, 80.78 mph.

Sports Car Race 10 laps Overall
1 Terry Cockrell (Mallock U2 Mk II) 14 m 34.4 s. 2 Ian Bracey (Austin-Healey Sprite) 14 m 51.9 s. 3 John Routley (Cooper S) 14 m 51.9 s. 4 Andrew Talbot (Triumph GT8) 14 m 56.2 s. 5 Ian Gomme (Mallock Ford) 14 m 56 s. Fastest lap Mallock 1 m 23 s, 79.61 mph.

Modified Sports 1511 cc to 2000 cc class
1 Hall 14 m 47.8 s. 2 Andrew Talbot (Triumph GT8) 14 m 56.2 s. 3 Ian Gomme (Mallock Ford) 14 m 56 s. Fastest lap Hall 1 m 23 s, 79.61 mph.

Modified Sports up to 1511 cc class
1 Barry 14 m 25.4 s. 2 Barry Motator (Austin-Healey Sprite) 15 m 05.8 s. 3 no other finishers. Fastest lap Barry 1 m 24.3 s, 78.86 mph.

Clubmen's Formula class
1 Cockrell 13 m 36.4 s. 2 Marler 14 m 1 s. 3 Marler 14 m 1 s. 4 Cockrell (Phoenix) 14 m 34 s. Fastest lap Cockrell 1 m 17 s, 84.07 mph.

Saloon Car Race (10 laps) Overall
1 Brian Cutting (Ford Escort V8) 13 m 15.8 s, 85.26 mph. 2 John Turner (Ford Escort RS1600 V8) 13 m 32.4 s. 3 Roger Saunders (Sigma Mini) 14 m 22.4 s. 4 Ray Payne (Hartwell Imp) 14 m 24.2 s.

Over 1300 cc class
1 Cutting 13 m 15.8 s. 2 Turner 13 m 32.4 s. 3 no other finishers. Fastest lap Cutting 1 m 17.6 s, 85.36 mph.

1000 cc to 1300 cc class
1 Phil Winter (BLMC Mini) 14 m 24.6 s. 2 Nigel Clark (Cooper S) 13 m 29 s. 3 Stephen Martin (Ford Escort) 13 m 32.6 s. Fastest lap Winter 1 m 23.4 s, 79.62 mph.

851 cc to 1000 cc class
1 Saunders 14 m 22.4 s. 2 Payne 14 m 24.2 s. 3 John Routley (Cooper S) 14 m 28.4 s. Fastest lap Saunders 1 m 22.4 s, 81.33 mph.

Up to 851 cc class
1 Reginald Ward (Morris Mk 14) 15 m 15.2 s. 19 sps. 2 Barry Dochy (Morris Mk 13) 15 m 20.2 s. 3 Phil Eaton (Morris Mk 14) 15 m 18.0 s. Fastest lap Ward 1 m 29.4 s, 74.09 mph.

Formula Libre Race (10 laps)
1 Roger Bruce-White (Dulon LD15) 12 m 54.0 s, 85.58 mph. 2 Patrick Sumner (Kitchiner K4B) 13 m 09.4 s. 3 Sid Marler (Gryphon GT) 13 m 41.2 s. 4 J Meadows (Merlyn Mk 17) 13 m 50.0 s. 5 Richard Leach (Chevron B17c) 13 m 51.0 s. Fastest lap Bruce-White 1 m 14.0 s, 89.51 mph.

News

Wet and windy practice conditions gave way to just an icy wind at Curborough on Easter Sunday when Nuneaton MC ran their sprint. The Club suffered insufficient marshals and only got going when they recruited from the sparse spectators.

Although the all-conquering Lola T142 of John and Arthur Ravenscroft practised it was packed on to the trailer and this gap left the way open for Graham Cooper to take his first BTD with his Brabham BT23C in 37.3 s. This was achieved on the second run when the course had almost dried out for everyone.

David Hartley brought his Buick-engined Brabham BT18 home in second in 38 s dead with Tony Bradwell third with the Brabham Quatro in 38.4 s.

J. Shipton will long remember the day for in addition to winning the standard saloon class in his Mini he beat a Ford Mustang into the bargain.

BTD G Cooper Brabham 37.3 s. Class winners: J Shipton (Mini) 38.1 s. M A (Cooper) 44.3 s. W Coe (Cooper) 47.1 s. P Carey (Lotus) 42.6 s. M Drayton (Morris) 40.4 s. J Henley (Lexus) 40.0 s. Wood (Lexus) 41.2 s. 39.5 s. E Lewis (Lotus) 41.0 s. 38.4 s. D Hartley (Brabham) 38.0 s.

Autocross champion John Bevan will be driving a full-race 1300 Daf in the Castrol/BTRDA autocross championship series, which gets under way this Sunday.

Bevan's new Daf will be prepared by Daf at Eindhoven at their competitions department and will be supported by Duckhams and [unclear].

The first round of the championship on Sunday is organized by the White Horse MC and takes place at Dodington Park, near Bath (Stroud junction of the M4).

Serck Services will be sponsoring the Shenstone & District CC's final round in the Castrol BTRDA and RAC autocross championship on September 2, at the usual Shenstone venue at Weeford Park, on the A446 near Sutton Coldfield. The event will be known as the Serckspeed Shenstone autocross.

Trevor Smith continues to hold a four-point lead in the Castrol/BTRDA Autotest Championship after taking BTB at the Bolton CC round on Easter Sunday, but his nearest rivals John Larkin and Peter Noad both won their classes. Smith took his Sprite to a total of 4847 s for the ten tests and now has 33 points in the championship while Larkin (Mini-Cooper 'S') is four points behind. Larkin had a big fight before winning his class in 618.4 s, only four seconds quicker than Stuart Taylor (Cooper) who blotted his copybook with penalties on two tests. Noad, giving his two-litre VW its first outing, beat Tony Hunt's Mexico by 39 s in taking his class in 523.3 s.

Major surprise was the second overall of Phil Darbyshire in his Clubman GT who was only 8 s behind Smith. In fact he led at the end of four tests. Denis Beare (Sprite) had two penalties so drop to 3rd overall and second in class.

BTB T Smith Sports 4847 s. Class winners: P Darbyshire (Clubman GT) 492.4 s. J Larkin (Cooper) 534 s. R Darby (Cooper) 719 s. P Noad (VW) 533 s. Lesley and Novice awards: Mrs V Smith 514 s. 505 s. Best Bolton Member: E Sherwood (Mini) 437 s.

The Lloyds of Stafford Cheadle Shield Autotest, organized by Cheadle (Staffs) Auto Club, produced a home win for Aubrey Lawton. Driving a Mini 1000, he took the major Duckhams award from Phil Cunningham, 850 Mini, and third in class and first Novice was Dave Birt, Mini 1000.

The amalgamated rear drive class produced a fine battle, only 0.8 s separating the first three. It was resolved in the order, Peter Norris (Cortina GT), Bernard Lowton (Avenger GT), David Lloyd (Escort 1100).

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1971 German Rallies Championship
1971 Rally dei 1000 Laghi (Finlandia)
1971 R.A.C. Rally

1972 World Makes Championship
1972 European Drivers Championship
1972 Monte Carlo Rally
1972 Rally of Morocco
1972 Acropolis Rally
1972 Semperit Rally
1972 R.A.C. Rally Team Prize

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CROFT

Fletcher breaks record

Although clerk of the course Frank Wright apologised for the small grids to the large crowd of spectators at the BRSCC(N) Easter Monday National at Croft, the racing was quite entertaining until heavy rain drenched the course. Peter Harrington continued his run of success with the Archer & Sharp Cougar-Scholar 73F, Bill Dryden managed the narrowest of victories with the SMT Vauxhall Firenza, and Jon Fletcher (Lotus Elan) chipped 0.2 s off his class lap record. But for the downpour it would have been quite a pleasant little clubbie, yet the meeting had a National British permit. With all due respect to Croft Autodrome—you must be joking!

There's getting to be something quite familiar about the Tate Formula Ford rounds this year. Pete Clark (Wigley Crosslé-Rowland 25F) again had the best of the start, and once again Peter Harrington quickly shot by to another win with the Cougar. Clark, with his Rufforth gear selector problems sorted out, remained a safe second, but there was quite a fight for third. For most of the race the battle was between Ed Wilcox's newly-acquired Marilyn-Rowland MK 11A and Ted Payne's Ansa Motors of Durham March 728. Wilcox got rather crossed up on lap 10 though and let Ken Pickering's Jet Gaz International Jamun T3 by. The latter also passed Payne on the last lap to take third from Payne and Wilcox. John Simpson was battling with Pickering in the new Bacal Construction Nike Perdal Mk 10 (still) with John's old Perdal motor) in the early stages but retired on lap 3 after hitting a piece of plank at the Chicane. John Kent's Royale RPI6 took a steady sixth 3.8 s behind Wilcox at the finish.

Tony Charnell should have walked the combined mod sports and sports GT event as he was the only sports GT starter with the ex-Gibson Gropa-FVC. However, the Gropa had transmission problems, and a deflating tyre in the closing stages, although still managing to finish second behind Jon Fletcher (Lotus Elan). The early leader was John Absalom's 1780 cc Ginetta G4, but after hounding Fletcher the blue Ginetta retired when the engine cut out. Jim Adamson was a firm third with the Steve Leach Plant Hire Ginetta G4, but Richard Storey's MG Midget only just hung on to fourth from the ever-spectacular John Gregson (MGB). Eike Wellhausen kept the crowd entertained by spinning his E-type at the chicane and then losing a wheel later on.

The best race of the day was the Esso Uniflo special saloon round although it didn't look too promising at first when four cars out of 14 were in trouble before a lap was completed. Initially it looked as though Bill Dryden was going to walk it with the SMT Firenza, but once Derek Huntley (Escort-FVC) had found a way by the imp of the irrepressible Alex Clacher, battle was joined. Huntley was side by side with Dryden as they finished lap 8 and squeezed by into Tower. For the next 3½ laps Dryden tried unavailingly to get by again, but as they came out of the chicane for the last time Dryden got the power down first and made it to the line by a fifth of a second. The nearest pursuers Clacher, John Myeracough (Brook Hire (Liverpool) Escort TC) and Lionel Dickson's Arden Mini were well spaced out by the finish.

The single-seater and clubman's car were greeted by a deluge of rain which sent them scurrying for suitable tyres and produced a chaotic start. As the field straggled away John Campbell-Graham spun his Crosslé-FVC wildly and packed it in. Into the lead went L & B Excavations FF Royale RPI6 of Alo

Lawler from Brian Bielby's Lotus 61R. With cars relatively well suited to the waterlogged track these two stayed ahead with Barry Joell just beating Vin Makie's Chevron B1 to take his third class win of the weekend with the Tollbar U2 Mk 11B. Sedric Bell, unfamiliar in the Russel & McIntosh-Nightingale Signa Chevron B15 "screamer," drove a steady race for fifth. Bill Wood struggled on till lap 9 with the F5000 McLaren M14A, and retired just after being overtaken by the B1. Unlucky victim of the conditions was Mike Fey who hit the wall by the press box very hard with his old Lotus 51B, damaging the car but not himself.



Peter Morley's Pacey Hassan Bentley splashes through the rain.

After they had been led around by Oliver Langton's 1904 Rolls Royce (which had also opened the meeting), a varied assortment of Vintage and Historic sports cars, including a contingent of MG T-type that had run at Harewood the previous day, boated around. Simon Phillips' 1938 BMW 328 was most impressive and easily held off David Stephenson's 1957 Lotus 11 Le Mans, Dave Clewley's rapid MG TC and Hugh Clifford's modern Aston Martin.

The libre finale (for which a surprising number of spectators stayed) was saved from being a sudden bore by the brave efforts of FF men Kent, Lawler, Payne and Wilcox, who contrived to have quite a scrap despite obvious visibility problems. Ted Payne look to have this one in the bag until he spun at the Chicane on lap 9, so John Kent won from Alo Lawler, while Ed Wilcox spun more terminally at Tower, also on lap 9.

CHRIS MASON

Tate and Vereshch Post Formula Ford Championship (11 laps) 1. Pete Clark 1.4 s 2. Peter Clark 1.4 s 3. Peter Clark 1.4 s 4. Peter Clark 1.4 s 5. Peter Clark 1.4 s 6. Peter Clark 1.4 s 7. Peter Clark 1.4 s 8. Peter Clark 1.4 s 9. Peter Clark 1.4 s 10. Peter Clark 1.4 s 11. Peter Clark 1.4 s 12. Peter Clark 1.4 s 13. Peter Clark 1.4 s 14. Peter Clark 1.4 s 15. Peter Clark 1.4 s 16. Peter Clark 1.4 s 17. Peter Clark 1.4 s 18. Peter Clark 1.4 s 19. Peter Clark 1.4 s 20. Peter Clark 1.4 s 21. Peter Clark 1.4 s 22. Peter Clark 1.4 s 23. Peter Clark 1.4 s 24. Peter Clark 1.4 s 25. Peter Clark 1.4 s 26. Peter Clark 1.4 s 27. Peter Clark 1.4 s 28. Peter Clark 1.4 s 29. Peter Clark 1.4 s 30. Peter Clark 1.4 s 31. Peter Clark 1.4 s 32. Peter Clark 1.4 s 33. Peter Clark 1.4 s 34. Peter Clark 1.4 s 35. Peter Clark 1.4 s 36. Peter Clark 1.4 s 37. Peter Clark 1.4 s 38. Peter Clark 1.4 s 39. Peter Clark 1.4 s 40. Peter Clark 1.4 s 41. Peter Clark 1.4 s 42. Peter Clark 1.4 s 43. Peter Clark 1.4 s 44. 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Like most of the Easter race meetings throughout the country, the weekend's drag race meeting at Santa Pod was affected by the weather, the first day of unofficial practice being interrupted by showers, the second day, the first of two race days, was rained out until the afternoon, which was then made over to a long qualifying and practice session.

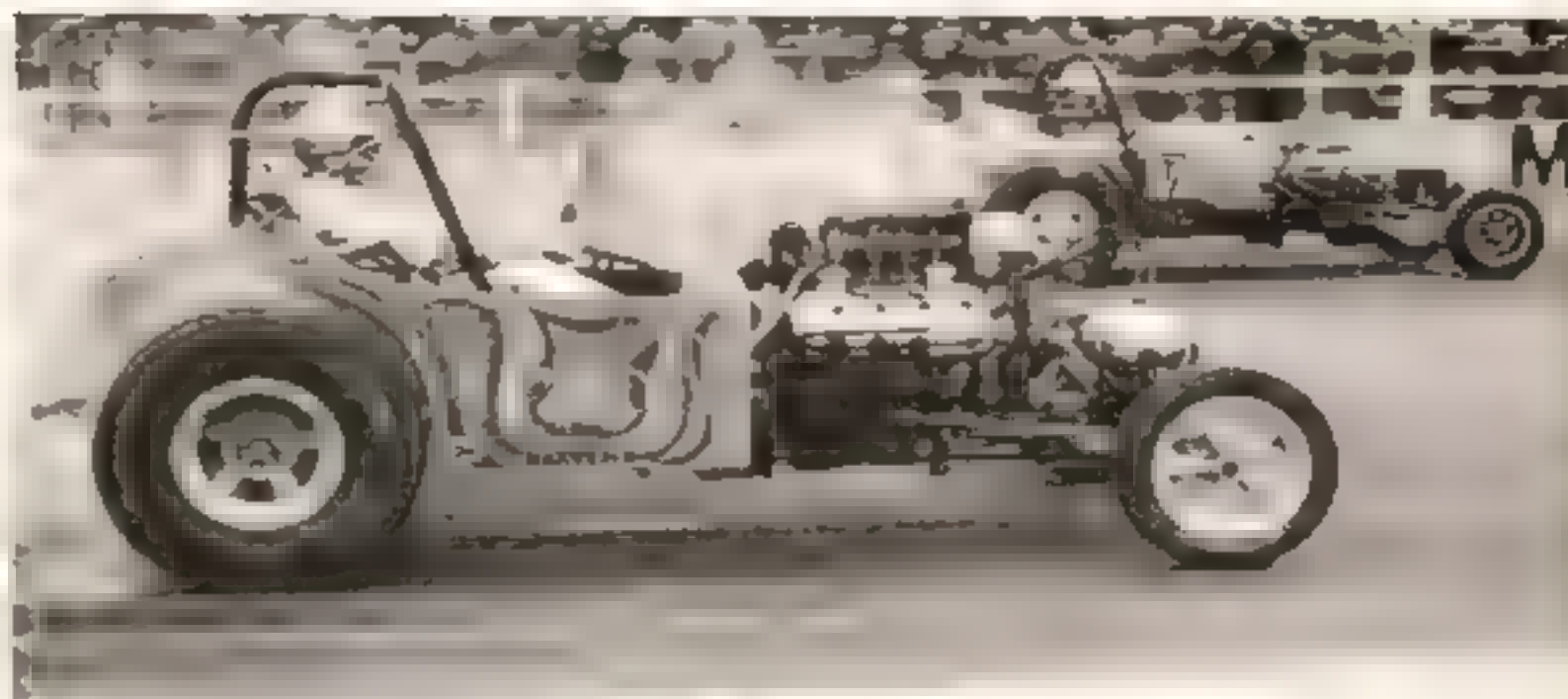
By far the biggest entry of any one division was the Top Street field, with 20 cars trying for 16 spots in the STP championship. Favourite Mike Yun was back with some proper gearing in his 427 Corvette, and soon led the way with mid 12 s runs, followed by Bob Oram and John Arkinstall, E type and 'Vetta respectively, with low 13s. From there on down, Mustangs, Corvettes and a host of others made run after run, each bumping the 16th man off the bottom, who then came out to try to get back in.

In the Pro Stock class, all five cars actually made it, with Gary Goggin debuting his new 438 Camaro. Turned out in his usual immaculate fashion, it ran an impressive 11.8 s to Kevin Pilling's 11.2 s at its first attempt, Kev proving that his earlier 11 s had been no fluke. This bumped Tony Dickson down to third with an 11.9 s, back on last year's engine for the time being, whilst Pete Crane was the latest in the long line to succumb when a rod let go, stopping him for the weekend. Keith Harvie worked all weekend to get the car to the line, but suffered from falling oil pressure, and never really made his mark.

Of the big fuellers, Skilton and Pratt were regrettably absent with rear-end troubles, whilst Priddle was running his old car, still good enough for a fantastic 6.8 s alongside Allan Herridge with a 7.4 s, both cars thundering through at over 200 mph after Allan had red-lit at the start. Mike Hutcherson showed just how good the "Houndog" rail is by running a fabulous 197 mph top end, although the elapsed time was down at 8.07 s. Rounding out the four-car field was John Siggery in the ageing "Commuter" with a creditable 8.5 s from the 427 Ford motor.

On Monday, the weather was considerably better, and an enormous crowd was on hand to see some fine racing, the organisation by the BDR&HRA having improved considerably since the last meet as the new team got settled in.

Qualifying continued in the morning for a couple of hours, and the first race of the day was the first round of Pro-Fuel, with Priddle drawn against Siggery. With all eyes on Dennis, few really looked at the Ford-powered car, but then, with both cars staged, the blower drive belt on Priddle's 392 Chrysler engine broke, cutting through a steel oil line and leaving Siggery with an easy ten for the first win. The second round produced even more drama, with Mike Hutcherson throwing



Phil Elson (nearest camera) blasts off line with his 6.3 Sneaky T Chrysler a/c

SANTA POD

Mike Yun wins Top Street

a rod after the burn-out, leaving Allan Herridge a bye run in the big 426 "Firefly." This time, after some trouble holding the car on the line, he red-lit to an 8.3 s at 197 mph leaving Siggery as the single finalist, and eventual winner of Pro-Fuel—perhaps the biggest upset of the past couple of years.

To decide the second and third places, Priddle and Herridge came out late in the day for a run-off, and again, the very air shook as the two enormously powerful cars blasted up the strip, Dennis hitting a 7.2 s, Allan an 8.9 s, his engine going off-song at the top end.

In the Castrol Custom Car top dragster championship, Brian Raggsall and Ray Heare drew a double red after a great run that had Ray injected 327 Chev rail turn a 10.02 s to the 10.11 s of Brian's blown 331 Chrysler. Ray went on to win the class with a 9.6 s when Brian couldn't get out for a re-run, and John Whitmore lost fire on the line after turning a 9.4 s earlier on in his blown 1300 BMC ra.

Dave Stone predictably took Top Comp, Phil Elson being troubled by the handling of his car, the slicks of which need a special inner liner that he hasn't got as yet, whilst Rich Klein, driving Phil's old car did very well to run low 11 s with the carburetted Ford 427. Meanwhile the Top Street championship had started in earnest, Yun taking a bye first time out and Oram running a 13.6 s over T. Delson's Boss 426 Mustang. The two nicely-prepared Mustangs of John

Ledster and Denis Hunt took their rounds, as did Ivan Fryer in his 351 Cleveland-powered variety. With two other Corvettes through, it was turning into a classic Ford v Chevy affair, further enhanced when Bob Oram red-lit again at Hunt's Mustang with a 14.00 s. Arkinstall's Corvette ran an improved 13.5 s to put out Fryer's 14.6 s, slow for him, and Yun had another bye when Richard Draper threw a rod in his GTO before getting to the line. Going into the semi-finals, Hunt went down with a 14.1 s to 12.3 s for Yun, with Ledster going a similar route to Arkinstall's Corvette, 14.2 s to 13.5 s. The final was really close, with Arkinstall's smaller 327 Corvette holding on until the bigger car pulled ahead to a 12.5 s to 13.06 s, a good time for a "small block" motor. Without doubt the best elimination of the weekend for overall numbers, some of the times not really indicating the closeness of the racing.

None so close as the first round of Pro-Stock, though, when Tony Dickson got away first against a "Kemi Kazi" Kevin Pilling, only to have the other car just get by at the top end with its power edge, 11.63 s to 11.86 s. The attrition continued in the other pair when Goggin found a broken rocker in his motor and had to pull out, leaving Keith Harvie a bye. Another to have trouble with the tighter staging beams, he too red-lit away a place in the final, as again, Pro-Stock was decided with a bye as Kevin snaked up the strip after a lengthy burnout that had the crowd yelling for more.

Siggery's 6392 a/c Commuter-Ford scores its Pro-Fuel Dragster win.



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LLANDOW

Saloon handicap revival

The handicap is alive and well and living in South Wales. The SWAC inserted a ten lap handicap for saloons into their Easter Monday programme and the race proved that there is still much to recommend it. The winner on this occasion was John Morgan whose 3.5 Jaguar Mk 1, starting on 15 secs, came away with the challenge of Bernard Richards (1.1 Mini Cooper) well under control.

The ever popular allcomers race also went the way of the garageiste from Cross Keyes. In the absence of Keith Howell's U2 Mk 8 which damaged itself in practice, John had only the challenge of Jo Gregory's 1.6 Ford Escort, and Desmond Keech's 1.6 Marcos Ford GT to dispense with. Gregory spun out of contention on the second lap while Keech made his party piece a waltz down the starting straight four laps later. Gregory bounced back with a hard drive which took him to second, way ahead of Bob Dickens' Improving Elan.

Under clear skies, the meeting began in front of one of the largest crowds seen at the Welsh circuit. The first special saloon race featured 850s running concurrently with the 1000 cc to 1300 cc class. All were put to shame by the short stroke 850 Mini of the maestro, Ken Bowen. Bowen's drive took 2 s off the Will Lawrence class record. The pride of the 1300 class was saved to some extent by the drive of Philip Jones (1.3 Cooper) in second place.

The 1300 cc and over saloons faced with the 851 cc to 1000 cc class and again honours went to a tiddler Len Brammer's 1.0 MRL Mini travelled in close company with Morgan's Jaguar and Dave McCloy's 1.6 Ford Escort until McCloy spun away his advantage at mid-distance, and Morgan's throttle linkage broke. Thereafter, Brammer was able to ease up for second place man Terry van der Zee's 3.5 Ford Escort-Rover supercharged was 30 seconds adrift.

Ted Wenz (Catala Elden) took two spellingly easy victories in the Formula Ford and 1100cc races, aided by the gyrations of both fields. In fact, the motor cycle sidecar races were better entertainment than these two, being run anti-clockwise.

JONATHAN PRICE

	Special talents up in 1990	at end 1990	up in 1990	at end 1990
130 men	1 Ken Bowen	14 m	14 m	14 m
63-94 men	3 M. Jones	3 M. Cooper	14 m	14 m
1, John County	3 M. Cooper	14 m	14 m	14 m
Gram. Sal. 1990	19 men			
Up in 1990	11 men			
Carpenter (1990)	11 men			
used down				

1001 ea to 1300 cc class: 1 Jones \$4.67 mph 2
Coudray no other finishing Fastest lap Bernard 40.4
113 M M Cooper: 40.4

Spec. (minors) \$51 m no 1908 ks and 1901 and
over 120 lps; 1 Len Grammer 79 Mm Cooper
17 m 4. Bk 75 mph 1. Tracy van der See 14 F
Escort Rover s/c 14 m 18 1/2 Algen Paritt 10 Mm
Coops 14 m 20 1/2 Dave McCay 16 Ford Escort
14 m 20 1/2

83% cc @ 1000 cc 1 Hammer 2 Puritt 3 Gentry
Taylor 110 Ford Ang's 10 1000 Fastest lap Hammer
40 + 90 mph (new ch's record)

1300 cc and over class. 1 Van der Zee 81.97 mph 3
McCoy 3 A on Edwards 41.6 Ford Anglia 39 mph
Fastest lap McCoy 40.1 97 mph

Formula	Fuels	(20 mps)	3	Tot	Went	Cat
Elden # per	13 m	64 s	91.72 mph	2	none	G.P.H.s
(Crossie Scholer 20F)	13 m	18 s	3	Sarah Rose	Jude	

Fastest lap Wang 18.2 s 90.74 mph

Altimers (20 laps) 1 John Morgan 38 Jaguar Mk
2) 14 m 012 s, 55.54 mph 2 Jo Gregory 42 1/2 Ford
Escort, 14 m 174 s 3 Bob Dickens 46 Lotus Evr

14 m 33 s a a Ken Jones 13 m n Cooper 14 apt
5, m Res 10 m n 14 apt a Day
W Hans 13 m n 14 apt Fantom 14 apt Diamond

Race 11 - Martins Ford GT 40 s 88.67 mph
 Libre (20 laps) 1 Ted Wentz (Caterpillar Eden Piper
 13 m 39.2 s. 87.89 mph 2 Luis Jarama 1 b 1.2 M4 B

19 laps 3 Desmond Ketch 10 Marcos Ford GT 10
laps 4 Reg C. 2nd FF T. 18 20% 2nd 2nd
finishers Fastest lap Peter Cooke 10 02 04 11.1

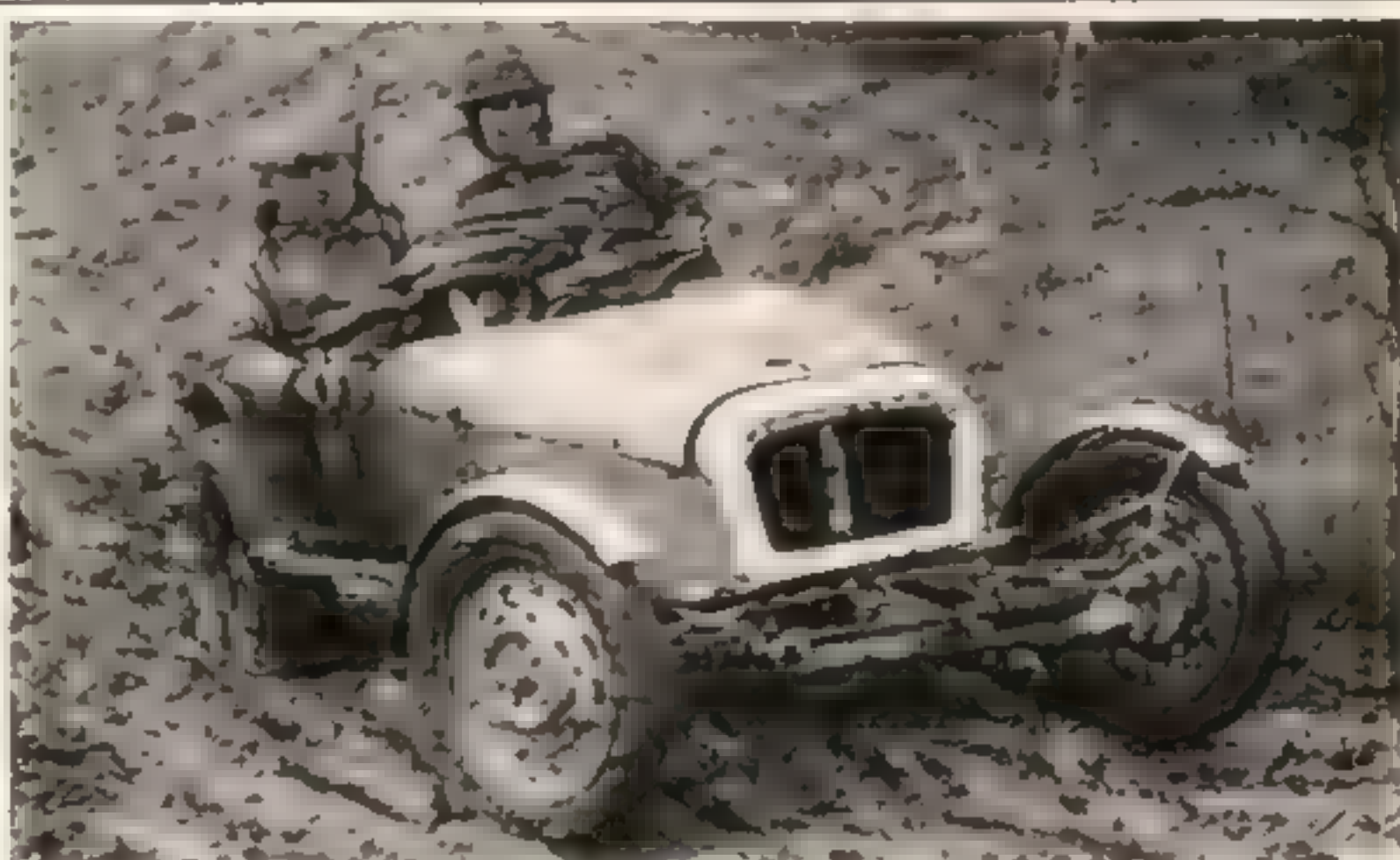
10 7 1 94 24 mph
 Taken for handicap (10 laps) 1 John Morgan (38
 Jaguar Mk 1) 7 m 25 2 s. 82 15 mph 2 Bernard

Richards (13) 44 m Cooper 7 m 30 s 3 Len 8 hammer
 (13) 44 m Cooper 7 m 32 s 4. Harry Reck 837
 Sigma (14) 7 m 35 s 2 3 A. van Edwards 1 b Ford

Ang 4 7 m 38 6 1 6 Green centered 14 0 M n
Cooper}, 7 m 34 s. Fastest lap: Richards, 40 2 1 89 55
mph

AUTOSPORT, APRIL 26, 1973

John Morgan's Jaguar 3.8 took two season wins.



DUCKHAMS TRIAL

Geoff Langdon attempts a very muddy hill (above). 1973 Duch-hama champion Gordon Jackson (right).



Pearce wins, but Jackson takes title

Mad dogs and Englishmen certainly fitted the trial enthusiasts who were to be found contesting the final round of the Duckhams Southern Trials Championship in a corner of Kent not far from Brands Hatch last weekend. Amid a deluge of rain that must have brought a glow to the faces of every farmer and water board official in miles, 24 hardy competitors slipped and slid three times round a course of eight genuine Kentish Border hills.

Originally the hills had been laid out in dry conditions using some very steep climbs so the poor sodden marshals had the added task of lessening the severity of some sections. He with the heaviest right boot seemed the order of the day as Jack Pearce set the pace for the first round in 42 points followed by Peter Highwood \$1 and Gordon Jackson on \$6. It didn't take many hills before drivers and passengers were unrecognizable under a mask of thick mud. Undaunted, they continued into the second round with John Newman putting up a good show until his gearbox protested and Mike Velasco, not too far behind the leaders,

remained upright for a change.

Cohn Walker was leading the side valve brigade using revs that would turn Henry in his grave. But it was still the same three up top as the last round commenced, Pearce completing the second round in an incredible 38, Peter Highwood on 55 and Gordon Jackson on 57. The 750 and 950 classes were making the most of the conditions as they still use the Semperit M&S Knobbly tyre and Cohn Sansom and Bill Hicks in their 750 and 950 cars were showing a not so clean pair of heels to many of the national formula cars.

Gordon Jackson took the third round, spending most of the time around the 8000 rpm mark to record a score of 41, just enough to take him ahead of Peter Highwood at 50. Roy Denton, still a novice, amazed everyone with a consistent drive to fourth place, ahead of Mick Velasco and Colin Walker.

Results: 1 J. Pearce, K. Craft, 125; Marks, 2 G. Jackson, 154; 3 P. Highwood, 150; 4 R. O'Brien, 140; 5 C. Cannon, 137; 6 M. Velasco, 137; 7 C. Wear, 137.

750 class: C. Scherer, A. S. Egan, 203; 950 class: M. As, 950; S. W. 109.

Overall championship results: 1 G. Jackson, 87 points; 2 P. Highwood, 5; 3 M. Velasco, 70; 4 J. Berman, 68; 5 C. Wake, 67; 6 G. Langford, 61; Best overall: John Woods, 10; 750 class: 1 C. Sansom, 27; 2 J. Berman, 32; 3 M. As, 3; 4 Ford, 9.

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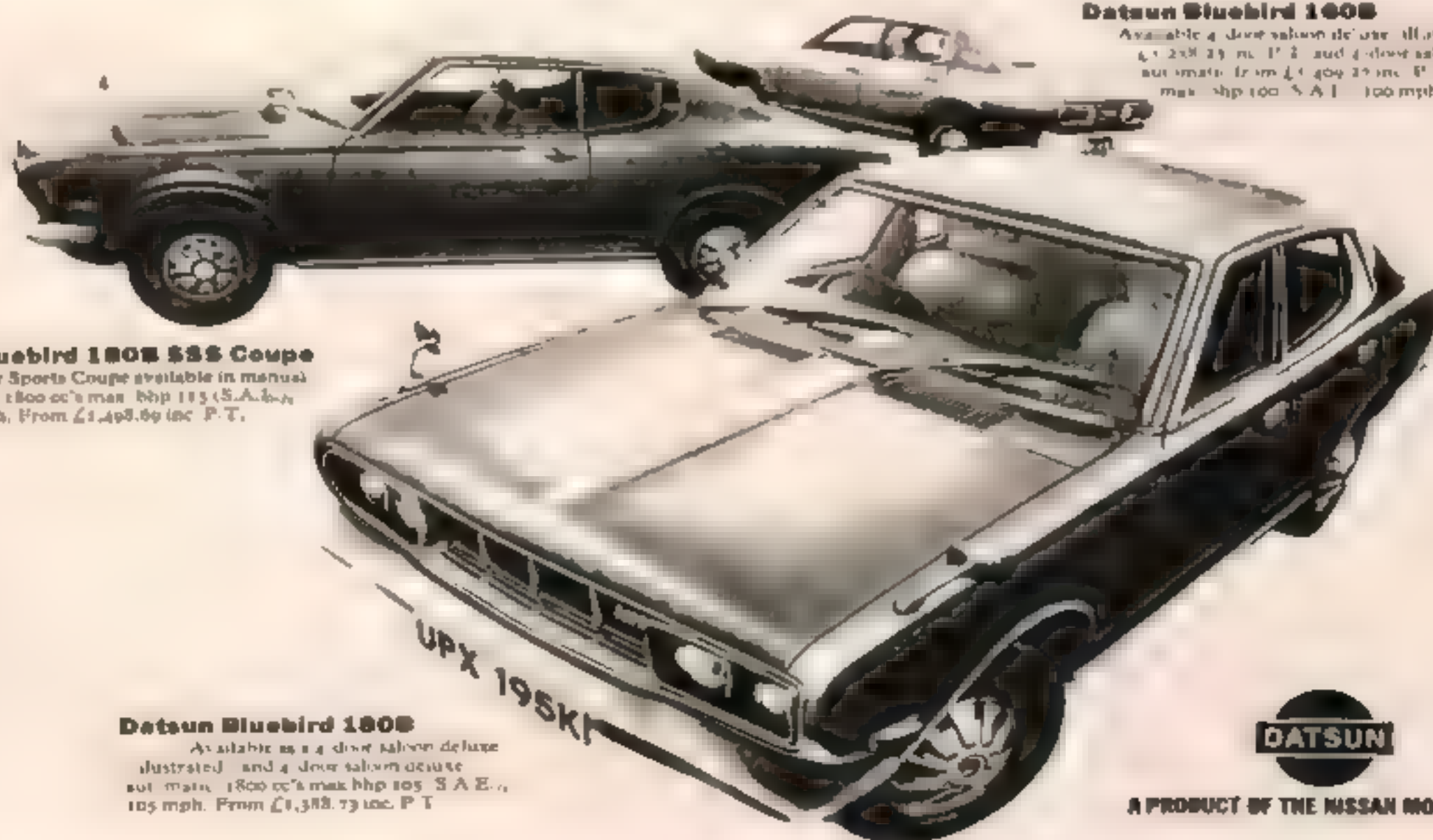
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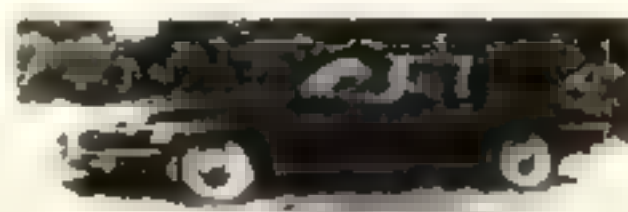
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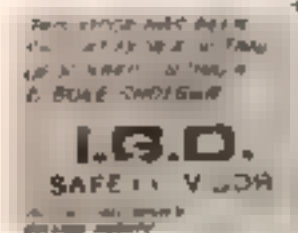
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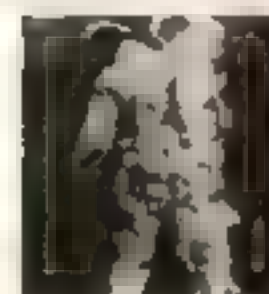
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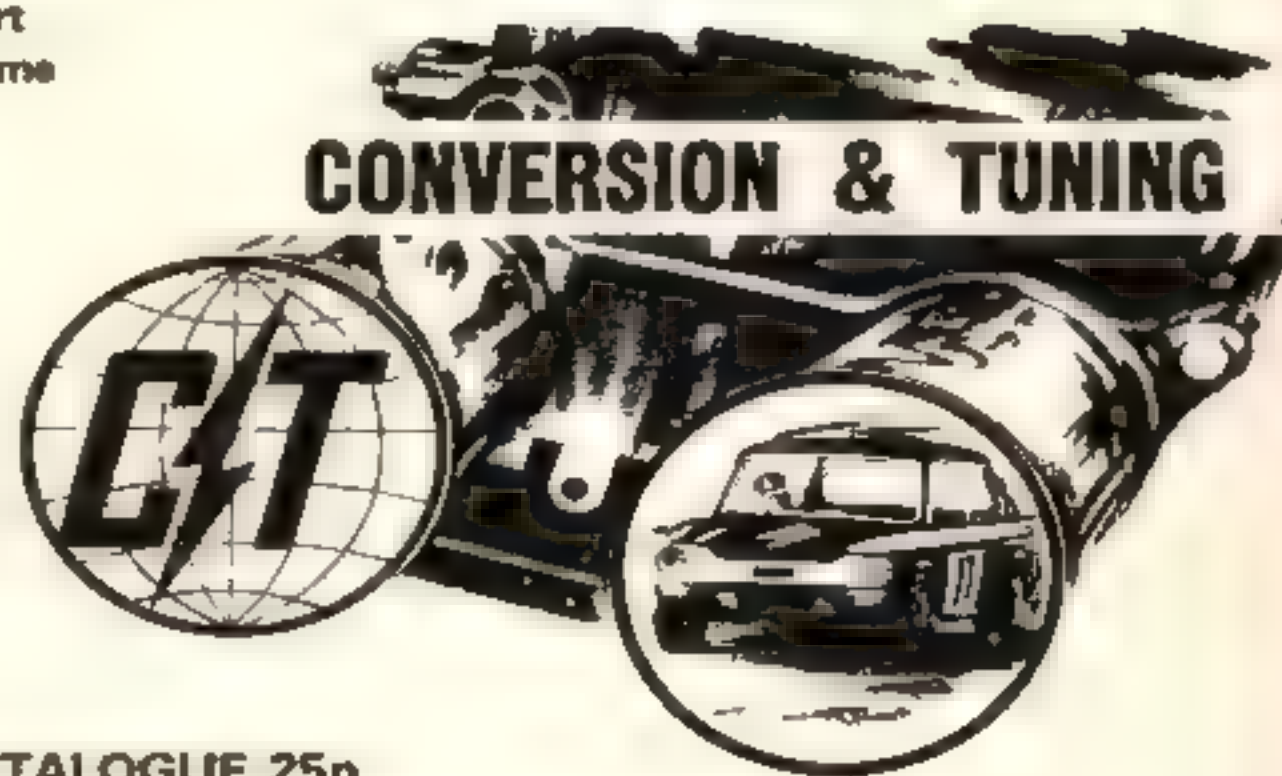
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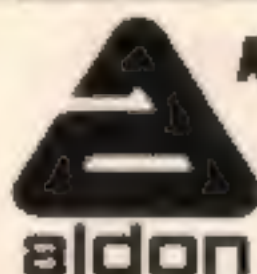
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